



30
YEARS
1975
2005

Shelby Life

Shelby American Automotive Club – Motor City Region

Volume 30, Issue 3

July 2005

President's Corner *by Tom Greene*



The diversity and quality of the vehicles at SAAC-MCR Show 30 was astounding.

(see related article on page 8)

It's time for mid-year reflection. 2005 thus far has been another good year for SAAC-MCR: We have had our normal cadre of events, starting with an absolutely terrific holiday party event. But most importantly, all of our events were enjoyed by our members, our participants (but most of all by all of "us"). We had a successful Winter swap meet, our club meetings were very "family and fulfilling", and our Show 'n Go was nothing short of spectacular – but more on the show later.

We are a family of car enthusiasts, and we have the enviable job of putting on events that we enjoy (what a self-serving bunch of folks, huh?). It's what we enjoy, *AND* we have the benefit of helping others enjoy the things for which we have a passion at the same time. I am very pleased to be a part of – along with all of

you – our large Shelby enthusiast family, and to share it with our extended participant family, and the other "cooperating" clubs. What a good way to make friends, influence people and have a really good time in the process.

We can have no reflections on our club "doings" without talking about our track events. We opened the year's driving events with the driver's school which is the epitome of how we do things we enjoy, and provide enjoyment and betterment for others as well. We had a day with lots of track time and had the opportunity of teaching others the fast way around the track while improving their driving skills – all while watching other people enjoying themselves.

Now a couple words about the show – as you can tell from the accompanying photos and articles in this newsletter. We had hundreds of cars, and the quality of the cars was very simply the best we have ever had. The diversity of the vehicles was astounding, we didn't have a model T, but we had everything from Model A's thru 2005 Mustangs, trucks and for the first time in our history (as defined by what I can remember) we had a small block win best engine of the show. We had big cars and little cars, big trucks and little trucks and we had stock cars and race cars – man, did we have race cars. We had Gas Ronda (for those who don't have the history, it is one of the 68½ Cobra Jets that toured

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SAAC-MCR GO 30 Open Track Event *by Darius Rudis*

The XXXth Show n'Go was my favorite. For the first time in years, I actually stayed for the show (instead of just setup and leave by 11:00am). I also like where they re-parked the race-cars, as they lined the road welcoming a salute to everyone entering the parking lot.

Sunday night (thankfully not during the day), we got some very heavy thunderstorms. Monday morning I got in the Mustang to go to Waterford, and stopped by my friends to retrieve my helmet he borrowed. Then proceeded to catch many power-outages 4-way stops all the way up Middlebelt Road. Got to Waterford probably 1/2 hour after I was expected. I want to thank all the "regulars" that stepped right up, and started with tech inspection for all the cars. Once I arrived, drivers simply went thru registration for a number, and we were on schedule by the time of driver's meeting.

The track was freshly washed from the rain, and participants were anxious to get out there. Some took the classroom session training by Tom Green, while the first A-group session went green. I took the Mustang



Tom Greene and Rick Vander Heide have smiles on their faces after a ride in Rick's 1966 Mustang Shelby GT350

out with the new mods for this year: a new rear wing, and a front splitter. Got a lot of questionable looks for building the splitter from a \$11 sheet of Home Depot luan (1/4" plywood), but after explaining that it was still a prototype, and aluminum is \$106/sheet, the reasoning came apparent. Good thing too, cause later in the day, I wanted to go a little later apex on the first part of Swamp Curve. I went a weeee bit wide, and got into the marbles. Slowly I drifted 4-wheel off, and gathered myself, and came back on to the track. The Mustang behind me was kind enough to let me

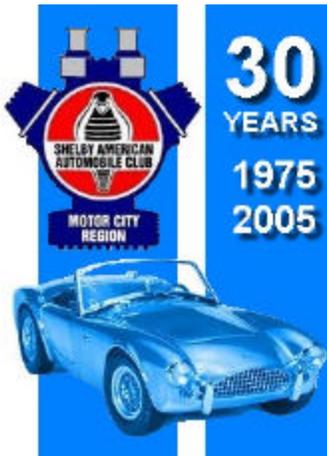
back on... thanks. So much for the front air dam, that was now more splinter than splitter.

Many other drivers were having fun. The Caterhams were always a hoot to watch, as they toyed with each other on the track, and then laughed and talked about it in the pits.

SOMEBODY took their car for a spin, quite literally, and was promptly harassed and heckled during the lunch-break, "Want a coffee to go with that donut..." Of

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"I went a weeee bit wide, and got into the marbles. Slowly I drifted 4-wheel off, and gathered myself, and came back on the track."



Membership Report *by Rich Tweedle*

SAAC-MCR Membership Status:

We Have 125 members

New members include: Steve & Sharon Crane, Eric & Kelly Kubrak, Daniel & Carol Delich, Gil & Kimberly Sanchez, Robert & Zelda Grant, Greg Durocher, Stuart & Sheila Austin, Rick Brade and Bob & Malinda Case.



SAAC-MCR GO 30 Open Track Event

(Continued)

(Continued from page 2)

course this was all in good fun. Will Weber has not only been shopping for the food supplies, but even fires up the grill and prepares it for all the drivers at lunchtime. I speak for everyone when I say thank you for such a superb and tasty job.

I don't like to always dwell on the "crashes", so just one more...A black Cobra was heading up hilltop, a little out of shape, and decided to skip that part of the track, by just cutting across the field of grass. He came across, and looked like he might even hit the parked corner-worker's Mustang convertible. We all caught a sigh of relief when he passed that point. He did some damage to the front of his car, but smiled it off in the pits. He even let me take a memento photo with his fender well

proudly held up as catch of the day.

Its nice to see people in the paddock help each other out, like finding a simple throttle cable clip, to get a fellow racer back on the track. Others lend jacks, tools, or simply a helping hand to help someone out. Its just great comradery to get everyone to pitch in for one another, and a great part of the SAAC-MCR family.

Thanks again to the start of a great season, and we'll see you at the next event, Monday July 25th, at GingerMan Raceway.

Competition Director,
Darius Rudis
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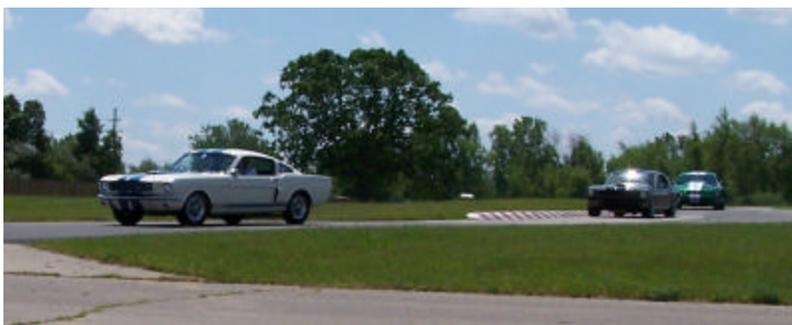


Beth Calhoun in her 2005 Yellow Mustang 4.6 GT, entering Swamp Turn

Three Go 30 participants enjoying the event and one another's company. Ed Anuzis, Dave Szczupak and Greg Gyllstrom



The two Caterhams, face to face, appear to be talking to one another



The new chasing the old! Rick Vander Heide (in the 1966 White Mustang Shelby GT350) and John Yarema (in the 1965 Metallic Gray Mustang Coupe) are being chased by Mike Radonovich (in the Green 1999 Mustang Cobra).



Darlene Rocha helping Will Weber cook a fine lunch for all the open track drivers.

Interesting Trans-Am Stories

by Phil Jacobs and Austin Craig



Jerry Titus' Terlingua Racing Team car Number 17. Shelby American built all the 289 engines for the Terlingua Racing Team cars.



Could this be the Ford engineer that accused Jerry Titus of revving the engine too high, at Mid-Ohio?

Phil Jacobs thought of several interesting Trans Am stories while preparing the article about his Shelby Team backup car for the previous issue of the newsletter. He got many of his stories from Austin Craig. The two of them have remembered the following stories.

Engines

Ford had the 1968 Tunnel Port engines built and dyno tested all the engines for the Shelby Racing Trans Am team. The engines were sealed and were not to be touched by the Shelby team mechanics. One day the mechanics were bored and they pulled the valve cover on a spare engine and discovered the rocker arms were missing from one bank. The dyno spec sheet was attached to the engine.

Ford engineers accused Trans Am drivers of over revving the engines

and destroying them. Jerry Titus blew an engine at Mid Ohio on the warm up lap. As the tow truck pulled the car into the pits with Jerry in it, a Ford engineer accused Jerry of over revving the engine. Jerry pulled the engineer into the cockpit to show him he had not exceeded the rev limit, only 2,800 rpm's was recorded on the Jones Motorola Tell Tale tach. Jerry pushed the engineer out of the window, and got out and told him to look and ask questions first before making an idiot out of himself. Mid-Ohio was almost one half way through the season and the lack of reliable engines caused this frustration.

In 1967 Shelby American built all the 289 race engines for the famous #17 Terlingua Racing Team Mustang that won the Trans-American Sedan Series, driven by Jerry Titus and the Grady Davis/Gulf Oil #31 Mustang driven throughout the year by Dr. Dick Thompson and Ronnie Bucknum. They were built by Ryan Falconer and Jack Dunn. With two 600cfm Holley carbs, the specially cast

Trans-Am heads, (not GT40) and a unique Engle cam, the engines put out 410 horsepower on the Shelby American dyno. There were not any engine failures that year.

In 1968 Ford had the Cleveland engine factory build the engines. They grenaded 23 of them. The only races the Mustangs won that year, were with Shelby Racing Team built engines. The Daytona 24 Hour where Titus and Bucknum finished an incredible 4th overall, averaged 100.10 miles per hour and won the Trans-Am class. The second win occurred at Watkins Glen in August as Titus swept the field, pulled into the winners circle and told Lew Spencer, Team Manager and Chuck Cantwell, Team Engineer, " They ought to bronze this engine!" The tell tale on the tach read 8800 RPM! The Ford built engines came apart around 7700 RPM. However, that engine was built by Ryan Falconer at Shelby Racing. The next to last race of the 1968 season was

run at Riverside International Raceway. Horst Kwech drove an impressive race to win going away, also powered by a Shelby Racing built engine. By then it was too late to salvage a season marred by blown engines, outside meddling and lost opportunities, as the Penske Camaro Z28 (you remember the Camaro, the car General Motors quit building a few years ago) won the Trans-AM Championship.

Bending the SCCA Rules

Lou Spencer, the Trans Am Team Manager, found a way to get around the stock front wheel track width requirement. The SCCA Tech Inspectors measured the front wheel toe for this requirement. The team widened the track of the front suspension, then they toed in the wheels to pass the inspection.

The test for ground clearance was to drive the car over wooden

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Terlingua Racing Team



Carroll Shelby's close friend and artist, Bill Neal, designed the Terlingua logo and the team packet, which enthusiasts could purchase for \$5.

Trans-Am Stories (Continued)

(Continued from page 4)

blocks. One of the team members stole the blocks and locked them up in a transporter. One of the biggest team members guarded the door.

Paint

As incredible as it seems, after winning two Trans-Am Champion Trans Am Series Championships, Ford Motor Company appointed the Bud Moore Mercury Cougar Team the official factory team! Carroll Shelby called Ray Geddes, Ford Division racing/merchandising manager and asked, "Are we chopped liver?" Ray dug into his sports budget and told Shelby he would finance one team, but it had to be an "independent team". Never at a loss for clever ideas, Shelby, his close friend, the very talented artist, Bill Neale came up with the idea to call the team, the Terlingua Racing Team after the east Texas ghost town of Terlingua. David Witts, Shelby's attorney was to be the entrant. Bill Neale went to the paint store and asked for yellow paint. They were given '57 Corvette Sun Fire Yellow. Neal, who designed the famous Terlingua Racing Team logo and team packet enthusiasts could purchase for \$5.00, called the paint, "God Awful Yellow"! The team packet consisted of a diploma, membership card, with unique verbiage, two Terlingua Racing Team decals, a Terlingua patch and copies of articles about the town of Terlingua.

The second Shelby American prepared Mustang for 1967 was financed by Grady Davis, an executive at Gulf Oil. Davis, a friend of Carroll Shelby's whose factory

Corvettes were soundly spanked by the Cobra Team in 1963, in SCCA and United States Road Racing Championship competition, wanted to field a winning car. In fact the #31 Mustang clinched the Trans-Am Championship for Ford at the series finale at Kent with Ronnie Bucknum behind the wheel. The car was painted in the Gulf blue/orange paint scheme, similar to the Gulf sponsored Ford GT race cars that swept the 24 Hours of LeMans in 1968-69.

In 1968, some races got more exposure than others. The marketing strategy was, "Race on Sunday and Sell on Monday". The Ford executives wives actually picked the colors for the Daytona 24 Hour Race and the Sebring 12 Hour Race. After those races, Carroll went back to the "god awful yellow". This was followed by a change to corporate blue in mid season. The Shelby Team Mustangs were repainted after every race, at the cost of a then astronomical \$1,000 dollar a piece. Lew Spencer said, "Ford was extremely fussy about the look of the Mustangs so we made sure they were of show quality when we unloaded them at each race. The Mustangs with their blue paint and white "C" stripes were impressive looking, if only the Tunnel Port engines had performed as well.

This same blue paint was used on the two Shelby Racing Company Trans-Am Mustangs in 1969, the swan song for the company in the Trans-Am Series.



Ron Bucknum's second-place finish gave the manufacturer's championship to the Ford Mustang by two points ahead of Mercury Cougar. Bucknum had to work hard for the second place, because his car was overheating. Gurney, in a Cougar, was picking up two seconds a lap and was closing fast.



Horst Kwech (2) in his Shelby Mustang, painted blue with the white C-stripe, laps the Lancia Fulvia (41) of Browne Goodwin while exiting Turn 9. Kwech was the race winner.

GingerMan Big Bore Enduro

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

Bob Grant, a new SAAC-MCR member and I decided to go to the GingerMan Raceway in South Haven, Michigan to see the Big Bore Enduro on April 30, 2005. The Vintage Sports Car Drivers Association (VSCDA) sponsored the race during their three day Spring Brake event at GingerMan. Saturday morning we loaded my Boss 302 onto an open trailer I borrowed from club member, John Yarema. We got a late start and arrived at GingerMan at 1:00 pm, missing an opportunity to do parade laps at the lunch break. Thanks to John Ruth, another club member we got in free.

We unloaded the car and parked it next to Phil Jacobs' 1968 Shelby Team back up Trans Am car and Tom Greene's 1966 Shelby GT350. We grabbed a quick hot dog and then watched the Group 6 (mostly production based cars with engines from 2 liters and up) race.

After the race we went to listen to Mitch Marchi a retired Ford design engineer talk about his experiences during the days he worked at Kar Kraft, a subsidiary of Ford, located in Brighton, Michigan. Kar Kraft had a small workforce consisting of (6) engineers, some buyers and (30) to (40) skilled tradesmen, e.g. sheet metal, welders and mechanics. Kar Kraft designed and fabricated the big block derivatives of the GT40, the Mark III's and Mark IV's. In 1967 the very successful Mark IV's had aluminum honey comb chassis that were glued and riveted together reducing weight by 181 lbs. with no loss in rigidity.

In 1968 they designed the modifications for the Trans Am Mustangs and sent the prints to Shelby and Herman and Moody to prepare the cars. The Tunnel Port engines used in 1968 had a lot of failures due to oiling problems.

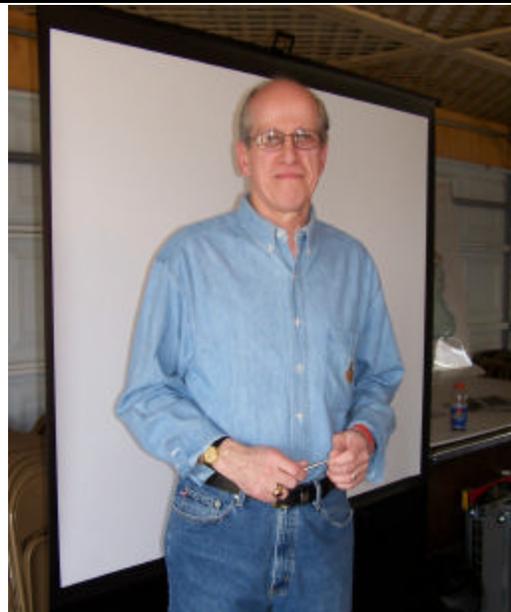
Kar Kraft designed an oil pan and windage tray incorporating (2) oil pumps to solve the problem. But it was too late to help Ford win the Manufacturer's Championship.

Kar Kraft also prepared the 1970 Boss 302 "magazine cars", One painted white and the other painted school bus yellow (currently owned by club member Mike Friedlander). These cars were modified to incorporate changes that independent racers could make to their Boss 302's to make them competitive in Trans Am racing. These cars were used to prepare the "Boss 302 Chassis Modification Books" which were available at Ford dealers for \$2.00.

I thought it was interesting to find out Kar Kraft performed wind tunnel tests at Lockheed in Georgia on full size '69 and '70 Boss 302 Trans Am cars. After each test, the Bud Moore pit crew would make a modification to determine if it reduced aerodynamic drag. The fan in the wind tunnel was 35 feet in diameter and it took a long time for it to stop and also return to the desired speed. The Bud Moore crew would enter the wind tunnel when the wind speed had dropped to 55 mph and quickly make the modification before the fan had lost much speed. They were able to make (12) tests per day when (4) per day was the norm.

Finally it was time for the one hour Big Bore Enduro race. The field included (3) Alfa's, a Fiat, a Corvette, a 1970 Mustang Boss, 1965 Mustang, (2) Porsches and (2) Lota type cars. Each car had to make one mandatory pit stop, the length of which was on a sliding scale to equalize the racecars. A Porsche won first place and a Boss "302" (we suspect it had a 347 cu in

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Mitch Marchi, a retired Ford Design engineer, gave a presentation about his experiences at Kar Kraft



All the Big Bore Enduro participants lined up ready to start the race.



Chris Streit in the white Porsche (15) is ahead of John Ruth's Mustang (51), which is followed by a Pantera. Chris won the Big Bore Enduro Race.



Big Bore Enduro *(Continued)*

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engine) won second place.

Notably missing from the Big Bore Enduro was Tom Greene's 1966 Red Shelby GT350. He had blown the engine racing the day before. The engine failure according to Tom was caused "by the ingestion of the #8 intake valve into the cylinder. The ensuing carnage was the failure of most everything, with the possible exception of the crankshaft, the stud gridles, the oil pan and rocker covers. Water and oil came out of the newly created holes." The most action the car saw that day was provided by a group of people pushing it into Tom's enclosed trailer.

Tom, however, did spend a lot of time on the track anyway. He provided fund raising rides in a red Ford GT all day. To said, "VSCDA collected \$920 for the St. Johns Children's Hospital. At \$20 for two laps, that would be 92 laps for charity. Everyone who saw the

people getting out of the car said everyone of them got of the car with a BIG smile on their face." Part of the reason they were smiling is the speed of the Ford GT during the laps. According to Tom, " the GT ran 1.41's despite keeping the speeds to 70 mph and the tires from squealing (where I could be seen of heard). This is the same times as I ran in the Shelby last year."

After the race it was time to load up and head for home. On the way home we talked about what we had seen and experienced. We were impressed by the variety of race cars at the event, from open wheeled to closed wheeled, including a 1950's Swedish Volvo that looked like a '47 Ford sedan. We were surprised at the quality of the support vehicles and the equipment in each of them. We arrived home safely and are looking forward to next year's event.



Adam Rupp's Boss 302 is leading the pack. Adam took second place in the Big Bore Enduro Race.



Phil Jacobs in the Shelby Team back up car is about to lap Tom Greene in the Ford GT, during the noon break parade lap.



Tom Greene gave fund raising rides in a red Ford GT. He collected \$920 for Children's Hospital.



Tom Greene's Mustang Shelby GT350 spent the day parked, because of engine failure. Fellow SAAC-MCR members pushed his car into his enclosed trailer

SAAC-MCR Show 30 Awards *Text by Tom Greene, Images by Phil Jacobs, John Moore and M. Nyberg*

Class No.	Class Description	1st Place Car number/entrant	Vehicle Description	Class Award Car number/entrant	Vehicle Description
1	Cobra	161/ Erin Lindsay	62 289 - Dk Red		
2	65 Shelby GT350	205 / Registration form misplaced			
3	66 Shelby GT350	218 / Rick Vanderheide	White w Blue Stripes	255 ? Registration form misplaced	
4	67 Shelby - All coe	123/Brian Henrikson	Brittany Blue GT500	220 Jarrod Kings 327 ?? Registration form misplaced	Blue GT350
5	68 Shelby - All Coe	131/Michael Lauer	Red GT350	235/Mark Mousesian 244/ Rick Nash	White GT500KR Lime Gold GT350
6	69-70 Shelby All Coe	303/Dick Soules	Maroon GT500	326/ Tony Lenne	White 1970 GT350
7	66-68 Shelby Conv	200/Mike Reimenschneider	Acapulco Blue GT500	324/Mike Sultman 235/ Randy Burns	Red GT350 Acapulco Blue GT350
8	69-70 Shelby Conv	158/Kurt Fredrickson	Red 69 GT500		
9	All Boss Mustangs	316/ Mike and Penny Nyberg	Yellow 1970 Boss 302		
10	SVO and McLaren	106/ Don Bishop	Jalapano Red 85.5 SVO Mustang	209/ Sandy Skrbina	Red 88 McLaren Conv
11	65-66 Mustang FBack and coupe	132/ Sheila Lauer	Black 65 FBack	117/ Ine Erantle 227/ Kevin McGoukin 325/ Neil Keith Holcomb 170/ David Tidwell 174/ Bob Carol Dedeluk	red 65 - Own Owner Gray 65 Coupe Turquoise 65 FBack Red 66 Coupe Silver 66 Coupe
12	65-66 Mustang Convertible	242/ Bill Wells	Black w/ Gold 65	181/ Pat Miller 221/ Al Cabadas	Red 64.5 260 Black 66
13	67-68 Mustang FBack and coupe	148/ Kenn Rowe	White 67 GTA FBack	197/ Jeff Schembri 261/ John Buresh 231/ Rick Lesz	Green 67 FBack Red 68 FBack Green 67 FBack
14	67-68 Mustang Conv	228/ Mark Lupu	Blue 67	275/ Jeff Gniewek	Green 68
15	69-70 Mustang FBack and coupe	254/ Jerry & Jodi Holmes	Calvoso Coral 70 Mach 1	179/ Mike & Erle Gallant 251/ Henry Lazachko 262/ Robbie Greenv	Indian Red 70 Mach 1 Anja 69 429 Clone Boue 69 Mach 1
16	69-70 Mustang Conv	Tom Stirling	Blue 70 Conv		
17	71-73 All Mustangs				
18	74-78 Mustang & 71-77 Capri	226/ Greg Sauve	Yellow 78 Hatchback	238/ Dale Babe	Silver 78 King Cobra
19	79-86 Mustang/Capri Coupe	116/ Registration form misplaced		152/ Michael Lindike 212/ Jim Rolfs 240/ Jim Maynor 224/ Scot Curtiss	Black 85 GT Black 85 GT Silver 79 Pace Car Pewter 79 Pace Car
20	79-86 Must/Capri Conv	274/ Paul Benseite	Red 86 Mustang Conv		
21	87-93 Mustang Coupe	243/ Mike Fredrickson	Red 93 Cobra R	278/ Tony & Bridget Padilla 284/ Registration form missing	Black 87 5.0 Hatchback
22	87-93 Mustang Conv	110/ David Calbeo	Yellow 93 LX		
23	94-98 Mustang Coe	216/ Brian Bush	Red 97 Coupe	311/ Larry Wilmet 140/ Mike & Penny Nyberg	Yellow 98 Cobra Yellow 94 GT
24	94-98 Mustang Conv	264/ Elaine Moore	Black 94 Mustang conv	294/ Registration form missing 310/ Winston Chester 320/ Registration form missing	Yellow 94 Conv
25	99-04 Mustang Coe	229/ Ray Fender 150/ John Solan	Red 04 Mach 1 Orange 04 Cobra	125/ Scott Hoan 144/ Mike Radanovich 285/ Ernie Seaura 187/ Will & Kerrie	Green 01 Coupe Green 99 Cobra Silver 01 Coupe True Blue 03 GT
26	99-04 Mustang Conv	126/ Scott Hoan	Yellow 03 Conv		
27	2005 Mustangs	206/ Scott Mitchell	Sonic Blue GT Coupe	208/ Jerry Yerrick 207/ Adam Snodgrass	Yellow V6 Coupe White Coupe
28	Pre-1932 Car & Truck	210/ David Jerome	Black 28 A Pickup		
29	32-48 Car & Truck	299/ George Clendennin	Black 48 Ford Coupe	188/ Jack Roe	Blue 1940 Mercury
30	49-78 Ford Merc. Edsel, Linc	245/ Richard Saidak	Red/White 57 Retracer	256/ Paul Coleman 312/ Registration form missing	Red/Black 57 Sunliner
31	79-present Full size	307/ Registration form missing			
32	70-present small car	145/ Joe Binio	White 74 Maverick Grab	146/ Leslie Rimanuri 313/ Lon & Lynn Shiro	Blue 02 Focus ZX3 Cordovan 78 Granada



Ted Lupu's Dark Blue 1965 Comet Cyclone 289, Best of Show Engine award was sponsored by Thomson Automotive



Paul Coleman's Red and Black 1957 Ford Fairlane Convertible, Best of Show Ford award was sponsored by Thunderbolt Ford Parts



Sheila Lauer's Black 1965 Mustang 2+2, Best of Show Early Mustang award was sponsored by National Parts Depot



John Moore's 2006 Steeda Race Car, Best of Show Late Model Mustang award was sponsored by Classic Design Concepts



SAAC-MCR Show 30 Awards

(Continued from page 8)

33	All Galaxie Hardtop	223/ Tom Hopkins	Red 61 Starliner		
34	All Galaxie Convert	215/ Jay&Linda Williams	Red/Black 63 500XL		
35	All Galaxie "Others"	169/ Russell Nareski	Green 70 LTD		
36	60-65 Falcon H'top, Conv & Ranchero	287/ Alan Aniol	Red 64 Hardtop	131/ Registration form missing 171/ Mike Faves 248/ Judy Crooker	Aqua/purple 65 Ranc. Red 64 Falcon Conv
37	66-70 Ranchero	236/ Skip White	67 Fairlane Ranchero		
38	62-65 F'lane/ Comet	234/ Ted Lupu	Dk Blue 65 Cyclone	155/ Jerry Worful	Pearl white 63 Flane 2-dr 271/ Registration form missing
39	66-67 F'lane Comet	122/ Jerry Helfman	White 66 Flane 427	137/ Eric Miller	Red 66 Flane GTA
				112/ Dale&Jan Clements	Yellow 67 Flane GTA
				225/ Don Snell	White 67 Flane h-top
40	68-71 Torino Montego	304/ Alan Motley	Dk Grn 71 Torino GT	318/ Jeff Hickerson	Dk Blu 71 Torino Cobra
				183/ Ty Diaz	Gold 70 Torino 2-dr
41	72-76 Torino/Montego	136/ Mike McPhillins	Dk Red 72 Gran T Spt	308/ Gregg Espinoza	Red w White 75 G Tor
42	55-57 Thunderbird	172/ Margaret Hoover	Bronze 57 T'bird		
43	58-73 Thunderbird	259/ Gary Brewer	Red 66 T'bird Conv	182/ Ron&Candy Burt	Autumn Glow 59 T'bird
				257/ Jeff Coleman	Red 71 T'bird Landau
				269/ Steve DiVirgil	White 68 T'bird
44	2002-2005 T'bird				
45	67-73 Cougar	283/ Susan&Scott Byrd	Corn Gold 70 Conv	317/ Jim Jackson	Yellow 69 Eliminator
				241/ Mike Spidak	Aqua 68 XR7
				273/ Bill Cortese	Black 69 Convertible
				119/ Joe Gimmarro	Yellow 67 XR7
46	74-98 T'Bird Cougar	138/ Tom Milligan	Red 88 Turbo Coupe		
47	All Tiger & Griffith	160/ John Logan	Red 66 Tiger Roadster		
48	Pantera Manqusta	291/ Spencer Cottingham	Red 73 Pantera	204/ Matt Comps	Red/Black 74 Pantera GTS
				314/ Fred Hamm	White 75 Proto Pantera
49	48 to present Truck	129/ Fred King	Sea Green 55 F100	180/ Bill Milher	White 48 Pickup
				162/ Greg Kaminskas	Silver 01 F150
50	All 4x4 Trucks	267/ Bill Quarterman	Red/White 66 Bronco	263/ Robert Gregory	Metallic Grey 75 Bronco
51	All Small Trucks	177/ Terry Hawke	Red 57 Ranchero	135/ Ryan McFadden	2000 Ranger Tremor
52	All SUVs	329/ Joe Brannan	Blue 99 SUV		
53	All Race Cars	165/ Danny Girolomo	White 68 1/2 Mustang Cobra Jet Gas Ronda	265/ John Moore	Red 05 Steeda Racer
54	Pro Street - all	173/ Rick Byrd	Red 60 Falcon	332/ William Sparks	Blue 72 Pinto
55	All Street Rods	190/ Dan Korody Jr	Red 32 Hi Boy Rdstr	230/ Anthony Amato	Red 54 F100
				189/ Dan Korody	Dk Blu 37 Ford Cabriolet
56	Special Interest	101/ Registration form missing			
57	All Replica & Kit cars	166/ Marvin Hartwig	Silver wBlack superform	159/ Jeff Burgy	Red 65 FIA Replica
58	Jaguar - all	130/ Chk Kizlaliskas	Silver 69 XKE Rdstr		



Bill Miller's 1948 Ford F2, Best of Show Truck award was sponsored by National Parts Depot



Michael Lauer's Red Shelby Mustang GT 350, Best of Show Shelby award was sponsored by SAAC-MCR

The Best of Show Awards had some real surprises.

BEST OF SHOW AWARDS	
Best Engine	Award sponsored by Thomson Automotive - home of Thomson Racing Engines
Ted Lupu	Dark Blue 1965 Comet Cyclone 289
Best Ford	Award sponsored by Thunderbolt Ford Parts
Paul Coleman	Red & Black 57 Ford Fairlane Convertible - repeat winner '04 & '05
Best Early Mustang	Award sponsored by National Parts Depot
Sheila Lauer	Black 65 Mustang 2+2 - Red interior - repeat winner '04 & '05
Best Late Mustang	Award sponsored by Classic Design Concepts
John Moore	2005 Steeda Race Car
Best Truck	Award sponsored by National Parts Depot
Bill Miller	Black 48 Ford F2
Best Shelby	Award sponsored by SAAC-MCR
Michael Lauer	Red 68 GT350
Best Fairlane	Award sponsored by The Fairlane Club
Eric Miller	Red 66 Fairlane 390 GTA



Eric Miller's Red 1966 Fairlane 390 GTA, Best of Show Fairlane award was sponsored by The Fairlane Club

Sweden's Love Affair with Pony Cars *by Mike Nyberg*

My wife Penny and I took a trip to Finland, Sweden and Denmark to sight see and visit relatives I hadn't seen in 49 years. While planning the trip I contacted the Mustang Club of Sweden. Goran Forsberg, the president of the 1,700 member club, contacted me and indicated there was a weekly meeting, of the Stockholm Region, on Wednesday when we would be in the capital of Sweden.

Goran picked Penny and I up at our hotel in Stockholm, on June 15th, to take us to the weekly meeting. He arrived in a 1968 Mustang Tahoe Turquoise Convertible. There was a strange sound coming from the engine compartment. His friends jokingly say, "It sounds like a bad water pump bearing." Turns out it is a Paxton blower attached to a 347 stroker motor. The car is one of three built with its options and he has the only one that was exported. Goran got us to the meeting in record time while demonstrating how well the car handled.

The Stockholm Region meeting is held each week at a McDonalds fast food restaurant, of course. They meet each week, year around. In the winter they do not drive their cars, but continue to meet and discuss what they are doing to their cars to get them ready for spring. There were about (30) Mustangs at the meeting. The meeting was more like a car show. There are (9)

Mustang Club Regions in Sweden that have officers that have about (10) business meetings each year.

I was surprised at how many Mustangs were at the meeting. Goran indicated there are about 6,500 Mustangs in Sweden. The 2005 model is selling well in Sweden. The Mustang Club of Sweden has 1,704 members who own 1,800 Mustangs. The club has 4 to 5 special events each year, similar to our club. I saw many good looking Mustangs and talked to some interesting people at the meeting.

Andrew Nilsson is the open track director of the club. He has a 1969 Red Mach 1 with a 351 that has been stroked to 418 CI. The power is transmitted through a 6-speed B/W T-56 and a homemade bell housing. He stops the car with Versailles disc brakes on the rear and 13" Baer's on the front. Andrew and Goran have a friendly competition on the track. That must be why Goran added the "water pump with the bad bearing". Andrew, also has a 2002 Dark Blue Mustang GT. His wife drives a 1964 Fairlane.

Bo Sewallius is a Swede who lives in Texas. He spends two weeks in Sweden to celebrate the Swedish Mid-Summer Holiday and drives his 1967 Mustang GT350. He has a 1965 Mustang Shelby GT350 in Texas, of course.

(Continued on page 11)



Goran Forsberg's 1968 Tahoe Turquoise Mustang Convertible



Goran's 347 engine with a Paxton power adder



Anderw Nilsson's 1969 Red Mach 1



Bo Sewallius' 1967 Red Shelby Mustang GT350. See the McDonalds restaurant in the background.

Anderw's 418 CI stroker engine



Sweden's Love Affair with Pony Cars *(Continued)*



Peter Nybom's 1971 Blue Mach 1

(Continued from page 10)

He stores the '67 at his mother's house in Sweden, 50 weeks each year. When he volunteered the Shelby serial number of his car, I asked him if he knew Jeff Burgy he indicated, "of course". Small world isn't it?

Peter Nybom has 1971 Mustang Mach 1 painted a beautiful Midnight Blue. The car is powered by a 429 CI, stroked 351, a C6 trans and a 9" Detroit Locker rear end. He took me for a ride on a Stockholm expressway. I think he likes to drag race. He plans to install a 460 stroked to 511 CI. Did I say I think he likes to drag race?



Peter's 429 CI engine



Lennart Svensson's 1969 Jade Metallic Mach 1

Lennart Svensson just bought a low mileage 1969 Jade Metallic Mach 1 from his son, who lives in United States. It is a low mileage car in excellent condition.

Bert-Ake Wihlborg purchased a 1967 Spring Time Yellow Convertible in January 2005. He had the car out for the first time to attend the meeting. It also was the first time his wife saw the car. Fortunately, she liked the car. He said, with a smile from ear to ear, "it is a fun car to drive". He also owns a 1969 Mustang coupe that has been a museum car.

Magnus Sjolund showed up late in a low mileage 1990 Red Saleen SC. It spent its first year in the United States and rest of the time in Sweden. It is Saleen serial number 201 of a total of 350.

Goran indicated we should stay in Sweden a few more weeks so we could attend the July Pony Car Meet. About 300 cars will participate (150 Mustangs, 100 Camaros and 100 Firebirds) in a car show and a "run what you brung" elimination drag race event. A Camaro won last year. The Mustang Club members have been working on their cars all year to make sure a Mustang wins this year.

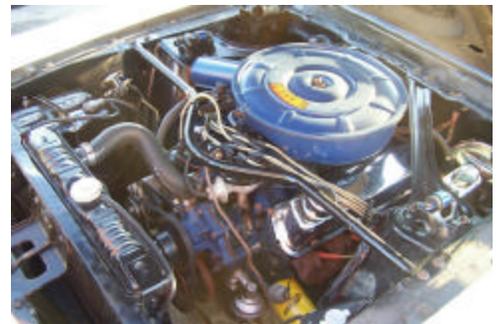
The Swedes certainly have a love affair with Pony cars.



Lennart's engine compartment



Bert-Ake Wihlborg's 1967 Spring Time Yellow Convertible



Bert-Ake's engine compartment



Magnus Sjolund's 1990 Red Saleen SC



Magnus' engine compartment

Handy Bolt Torque Information *by John Logan*

When you are in the process of reassembling your Sunbeam or any other piece of machinery and you are bolting pieces together that have heavy paint under the bolts, nuts or washers, the paint will creep out under the high compressive stress and the bolt will lose it's

torque. Very thin paint is no problem but the thicker the paint the greater the problem. In some cases you can see the paint build up around the bolt as it squeezes out.

To eliminate the torque loss, without removing the paint,

just re-torque the bolts or nuts periodically, after assembly until you see that the bolts or nuts will take the torque without turning. Normally the creep will be finished within the first few hours or days unless the paint is unusually thick or hard.

In modern automotive applications, cone shaped washers with very high contact stress at the outer circumference are often used to get through the paint while it is being torqued.

Bolt Torque Chart *by John Logan*

The chart below comes in handy when you are assembling something and you don't have a manual that tells you how tight the nuts and bolts should be. This chart is from a pocket card I have used for forty years, given to me by a mechanic at Continental Motors.

Here are some rules of thumb when using the chart:

- Reduce torque by 25% for steel bolts in malleable iron.
- Steel bolt thread engagement should be at least .88 times bolt dia. in steel and 1.23 times the dia. in aluminum.
- Recommended torques will be different when soft materials such as rubber or gaskets are used between the surfaces.

Recommended Bolt Torque (Pound Feet) Dry Or lubricated With Light Oil							
Head Identification							
Thread Size	Grade 1	Grade 2	Grade 3	Grade 5	Grade 6	Grade 7	Grade 8
1/4 - 20	4.1 - 4.4	5.5 - 6.1	8.5 - 9.4	8.8 - 9.4	11.0 - 12.1	10.5 - 11.6	12.5 - 13.9
1/4 - 28	4.6 - 5.2	6.3 - 7.0	9.8 - 10.9	8.8 - 9.4	12.6 - 14	12.0 - 13.3	14.4 - 16
5/16 - 18	8.8 - 9.3	11.1 - 12.3	17.1 - 19	17.1 - 19	22.2 - 24.6	21.3 - 23.6	25 - 28
5/16 - 24	9.3 - 10.5	12.4 - 13.8	19.3 - 21.4	19.3 - 21.4	24.8 - 27.6	23.6 - 26.4	28 - 32
3/8 - 16	14.5 - 16	19.6 - 21.7	30.2 - 33.5	30.2 - 33.5	39 - 43	37.3 - 41.4	44 - 50
3/8 - 24	17 - 18.5	22.3 - 24.5	34.6 - 38.4	34.6 - 38.4	44.6 - 49.6	42.5 - 47.4	51 - 56
7/16 - 14	22.5 - 25	31 - 34.5	48 - 53	48 - 53	62 - 69	59 - 65	70 - 79
7/16 - 20	26.5 - 29	34.9 - 38.8	54 - 60	54 - 60	70 - 77.5	66.5 - 74	78 - 87
1/2 - 13	34.5 - 38.5	47.3 - 52.5	73 - 81	73 - 81	95 - 105	90 - 100	105 - 120
1/2 - 20	41 - 44	53 - 59	83 - 92	83 - 92	106 - 118	101 - 113	122 - 134
9/16 - 12	50 - 56	63 - 70	98 - 108	104 - 115	133 - 148	128 - 142	150 - 170
9/16 - 18	54.5 - 62.5	71 - 78	109 - 121	116 - 129	150 - 166	143 - 159	172 - 190
5/8 - 11	69 - 77	88 - 97	136 - 150	144 - 160	186 - 206	178 - 197	211 - 230
5/8 - 18	78 - 88	100 - 112	155 - 171	164 - 182	212 - 236	202 - 226	243 - 270
3/4 - 10	122 - 136	155 - 172		253 - 281	313 - 347	313 - 347	370 - 418
3/4 - 16	138 - 153	174 - 193		285 - 316	351 - 390	351 - 390	423 - 470
7/8 - 9	193 - 218	135 - 150		374 - 415		504 - 560	600 - 670
7/8 - 14	217 - 242	149 - 165		415 - 400		556 - 618	670 - 745
1 - 8	296 - 328	201 - 224		560 - 622		752 - 835	900 - 1000
1 - 14	333 - 368	226 - 250		626 - 697		845 - 940	1010-1130

NOTE: If you would like a copy of the Bolt Torque Chart, contact John Logan at ; carmods@aol.com



Ford Sensory Overload in Pennsylvania !

By Bill Cook



**Panoramic view of the Boss Nationals in Carlisle Pennsylvania.
The largest gathering of Boss cars ever.**

If you have never attended the Carlisle All-Ford Nationals, you need to put it on the list of things you need to do before you leave this earth. In fact if you have never attended the Carlisle All-Ford Nationals, you need to put it on the list of things you need to do before you leave this earth. In fact, you may want to go more than once. When you go, I recommend planning for a minimum of two days at the event to enable you to see everything. One day will not get it done!

The year's Carlisle All-Ford Nationals drew just under 49,000 Ford fanatics, the highest number since the show began in 1995. A record 2,625 cars (yes, that's correct) were on display on the Carlisle Fairgrounds' show field. There were more than 1,200 vendors selling Ford-related parts, accessories and memorabilia.

The largest gathering at the show was the Boss Car Nationals, which brought out more than 230 Boss cars, more than ever assembled anywhere at any time (other than a Ford Motor Company transport lot in Dearborn or Meluchen). It was an amazing display to behold, with every variety of Boss 302s and 429s (made from 1969-'70) and 351s (made only in 1971) on display. Although I elected to leave my own Boss 302 in Michigan (the thought of 3800 RPM for 500 miles each way was not all that appealing), I spent a

ton of time in the Boss area. Until Carlisle, the most Bosses I had ever seen in one place (about 50) was right here in Michigan (SAAC-11 Dearborn / <http://www.saac-mcr.tv/photos/saac/saac11>). Carlisle blew it away...with originals, modifieds, rare and competition cars.

A true Boss and Ford racing legend, Bud Moore, signed autographs. For those too young (or too old) to remember, Moore entered the 1969-'70 Trans-Am season with the driving team of Parnelli Jones and George Follmer. This effort propelled the Boss Mustang 302 into racing history. I was fortunate enough to get some items signed for fellow Bossman Mike Nyberg and myself.

The Merkur Club of America won the trophy for having the most club members at the event, representing Ford's German marque with more than 200 members and cars to help celebrate the Merkur's 20th anniversary. The Fairlane Club of America and the International Thunderbird Club came in second and third in the Club Challenge.

Next year's All-Ford Nationals takes place June 2-4. Mark your calendars and get some hotel rooms booked NOW.



Bud Moore autographing an enthusiast's car part. Notice Bill Cook kneeling on the floor. He is putting a sun visor in a box after he obtained an autograph for a fellow SAAC-MCR member. What a generous deed!



Boss 302 owners are proud of their engines. Everyone has their hook up.



Rolling Sculpture Car Show

by Mike Nyberg

My wife and I were invited to attend the Ann Arbor Rolling Sculpture Car Show again this year by our friends John and Norah Cimaglia, who own a beautiful 1978 Corvette. We arrived together in downtown Ann Arbor just a little after 2:00 pm and again got a choice spot on the corner of Main and Washington .

with her two Shelby Cobras. She had car covers with her and got the cars covered in time.

We spotted Kathleen Betki's 1966 Black Shelby Mustang GT350H on Main Street. Randy Burns was also there with his 1968 Shelby Mustang GT350 Convertible.

The event attracts a large variety of makes and models. There were about 400 cars at the show. The show also attracts a variety of people. Some are very interested in the cars and some just want to be part of a "happening". John and I did an informal survey and determined that the chicks like the Corvette and the old guys like the Boss 302. One older couple stopped and the woman positioned her partner, who was in a wheelchair, in front of the Boss while she looked at the Corvette. However, I think the chicks like the guys who drive the Ford muscle cars.

Ford had a display of several vehicles. They had a 2006 Black Fusion that looked good next to the high performance Mustangs. There was a 2006 Yellow Shelby Mustang GT500 "mule" test car with no black

(Continued on page 15)

Kathleen Betki's Black Shelby Mustang GT350H parked on Main Street



John and Norah Cimaglia's Metallic Green Corvette and Mike and Penny Nyberg's Yellow Boss 302



Randy Burns stands proudly next to his 1968 Shelby Mustang GT350 Convertible

The weather was very nice for a car show, except for a brief thunderstorm. People were rushing around to cover their cars, especially the convertibles with their tops down. We did get some hail, but it did not damage the cars. Erin Lindsey was there



LEFT: Erin Lindsey's two Cobras covered during the thunderstorm



Erin standing between her original Shelby Cobra and the continuation model



Rolling Sculpture *(Continued)*

(Continued from page 14)
 stripes. I had to ask the representative what it was. The car needs stripes. The GR 1 looked fantastic. It reminded me of the Daytona Coupe. They had a V6 Mustang with the Pony Package that offers customers GT inspired suspension with larger wheels and tires. It has a custom grill with fog lamps, special badging, stripes and other notable enhancements. There was also a "ready to race" Mustang from Ford Racing.

Hundreds of people had passed by our cars by 10:00 pm, when it was time to return home. We enjoyed meeting people, a picnic lunch and one another's company. We are looking forward to next year's show.

Shelby Mustang Cobra "mule" test car. Doesn't look very exciting without the stripes



Shelby Mustang Cobra engine with supercharger



2006 Fusion, which is the body style Ford will use for NASCAR



Race ready Mustang GT available from Ford Racing

Mustang V6 with the Pony Package. Notice the special grill and wheels.



Ford GR 1, a modern version of the Shelby Daytona Coupe



Ford Motorsports Enthusiasts Open House

by Rich Tweedle

On April 21st, the FME (Ford Motorsports Enthusiasts) held its 10th Anniversary Open House at Ford World Headquarters. This is an opportunity for all the Ford associated clubs in the area to show what they have to offer and why enthusiasts should join. SAAC-MCR has had a presence at these affairs since the very first one.

This year, we had the help of Jeff Burgy, Ed Hanson and Charles Repp. Darius Rudis brought his Mustang, parked inside across from our table. We had a TV showing DVD's of some of our past events. We talked to quite a few people and had people stopping by to watch our events. Seems the noisy, i.e. track, events garnered the most attention. People enjoy watching cars being used like they're supposed to be. One guy even saw a car he had owned several years ago and had shown at a late 1980's Show & Go. Randy

Betki was hosting for *C.A.R.S., a *FERA club like FME.

On display were many types of Ford power. Restored, drag, go-karts, trucks, ARCA sbck car, NASCAR stock car, 2005 Mustang NASCAR pace car for the Homestead-Miami Speedway, a '32 Ford 5-window coupe by the Troy, Mi police department. How about a 1963 Falcon running a 200 cu. in. 6-cylinder with 3 single barrel carbs or a '66 Mustang 2+2 with a modern 5.0L V8 with a GT40 intake manifold? There was even a pickle-fork race boat with a Ford 4-cylinder engine.

Interesting sidelight, I found out that fellow Ford retiree Charles Repp knows some of the engineers that I worked with.

*C.A.R.S.: Classic Auto Restorers Society
*FERA: Ford Employee Recreation Association



Jeff Burgy ready to explain the benefits of belonging to SAAC-MCR to motorsports enthusiasts

“ This is an opportunity for all the Ford associated clubs in the area to show what they have to offer and why enthusiasts should join.”



Darius Rudis' 1989 Mustang Supercharged Roadracer on display at the FME Open House



Motorsports enthusiasts looking at the FME displays at Ford World Headquarters



Swedish Junkyard, a Gold Mine for American Car Enthusiasts

by Mike Nyberg

While touring Sweden by car I purchased a Bilspport (Carsport) Classic Magazine. It is a magazine written for Swedish American Classic Car enthusiasts. The feature article was about an American car junkyard in southern Sweden. My wife and I had planned to tour southern Sweden to buy Swedish art glass in Kosta and Orrefors. I talked my wife into taking a side trip to the American car junkyard hoping to find the Holy Grail, a shaker scoop assembly.

We went to a little town called Osby and got directions to the junkyard at the town tourist information center. It was about (5) miles out of town. Five miles out of town in Sweden, in many cases, you are in a dense pine tree forest. We turned off the road onto a gravel drive in the middle of the forest. About 300 yards down the drive we saw (10) foot high walls that ran another 300 yards on each side of the drive. At the end of the drive were (2) very tall flagpoles, one flew an American flag the other a Swedish flag. There was a two-story log building that looked like a Wyoming hunting lodge. It was the administration building for the yard. In front of the building, On a 50 foot steel column was a 1959 4-door Cadillac. I am not sure why I was up there, you couldn't see it until you had traveled half way down the drive.

I went in the administration building and asked if I could take pictures of the operation for a Shelby Mustang

club newsletter. The manager said I could as long as I didn't touch the cars. I could not believe how big the junkyard was, filled with only American cars and parts. The 600 cars and parts appeared to be well organized.

A technician took me to the Ford section on a golf cart. He told me I should have come (2) months earlier, before they crushed (10) early model Mustangs. Seems like I am always just a little late. I took pictures of early model Ford cars. There were only a few early model Mustangs. The technician indicated they had another 500 car junkyard about (25) miles south in Sosdala that had many more, early model Mustangs, but it is open only on Saturdays. Again I was (2) days late. I told the technician I was looking for a shaker scoop assembly. He took me to the other end of the yard into a shed where the air cleaner assemblies were stored. They had about 200 Ford air cleaner assemblies, but no shaker scoop assemblies. In the same shed they had 1,000 complete engines stored in racks as far as you could see.

It appeared drive trains were removed from the cars when they arrived and all the parts stored in racks located in sheds. The car bodies were stored in the open. It was truly a gold mine for Swede's who were American car enthusiasts. If we go back to Sweden we will plan to be in Sosdala on Saturday.



American flag and 1959 Cadillac near entrance to the junkyard in the middle of a Swedish pine forest



One half of the shed containing 1,000 complete engines



Axles as far as you can see



Some early model Fairlanes



Some early model Mustangs

SAAC-MCR Abridged Financial Report

by Craig Shefferly

Item Description	Mar.	Apr.	May
Beginning Balance			
Checkbook	4,165.78	5,201.53	2,579.54
Cash on Hand	45.00	45.00	45.00
Paypal			
Total Beginning Balance	4,210.78	5,246.53	2,624.54
Income			
Annual Memberships	345.00	105.00	30.00
Waterford Event			
Swap Meet (Gorno)	2,310.00		
Paypal			
Show 30		20.00	160.00
Dream Cruise			330.00
Unclaimed Chedk # 274			1,750.00
Meeting	22.00		
Total Income	2,677.00	125.00	2,270.00
Expenses			
Hot Line Phone	49.32		24.21
Office Supplies			
Program Expenses	244.90	626.58	203.82
Member Reimbursements	847.03	247.25	
Swap Meet (Gorno)	500.00		
Show 30 trophies			1,200.00
Newsletter		285.55	
EMS Ambulance Service (2)		1,500.00	411.00
K&K Insurance		87.61	420.09
Show n'Go			
Total Expenses	1,641.25	2,746.99	2,259.12
Income Over/(Under) Expenses	1,035.75	-2,621.99	10.88
Ending Balance	5,246.53	2,624.54	2,635.42

Brake Bleeding the Gravity Way

by John Logan

Gravity does it!

You don't need a fancy brake bleed contraption or even a helper if you want to bleed your car or truck brakes. It's called the "Gravity Method". This method will work with many cars that don't have large vertical loops, valves that can trap a lot of air, or that have low master cylinders like an open wheel racecar. This method is

meant for bleeding a system that has been in use, not a bone-dry system that you are or filling for the first time or flushing.

Where does the air come from?

Often air can be suspended in the brake fluid after a complete refilling or flushing, but after a few days or weeks, the air will come out of suspen-

sion and either gravitate towards the master cylinder where it will escape or to the wheel brake cylinders where it will be trapped. Air in the system will of course cause a spongy brake pedal with excessive travel.

How do I do it?

Here is the simple process. First, check the fluid in the master cylinder and loosen the cap so air can easily en-

ter. Then just open a wheel cylinder bleed valve. Air will come out first, then a few seconds later the fluid will start flowing. The longer it takes for the fluid to come out, the more air there was in the cylinder. Don't worry, air can't flow into the bleed valve because of the hydrostatic pressure caused by the fluid in the higher reservoir.

Try it!



SAAC-MCR Abridged Meeting Minutes

April 7 MEETING MINUTES

President, Tom Green called the meeting to order at 8:04 pm.

New faces: Rick Vander Heide's friend Holly Gottschalk, Eric Beaulieu and Tom Houck, who is restoring a 67 Shelby.

Competition Dir.: Darius Rudis indicated K&K Insurance is set.

Financial Dir.: Craig Shefferly said the swap meet took in \$1,400 and the club has \$7,000 bank balance.

Editor's Report: Mike Nyberg thanked all the people who contributed to the last issue of the newsletter.

Show Dir.: Gary Roys investigating on-line registration for Show 30.

Membership Dir.: Rich Tweedle indicated we have 110 members.

Advertising Dir.: Mike Riemenschneider said all ads for Show n'Go are in place.

May 5 MEETING MINUTES

President, Tom Greene called the meeting to order at 8:00 pm.

New faces: Larry Wilmot, who has a '98 SVT Cobra, Jim Chatas, who owns a '67 GT350, Jim Pascaen, who has a '66 Fairlane GT and a '69 GT350 and Bob & Zelda Grant, who owns a 87 Mustang GT convertible.

Competition Dir.: Darius Rudis, indicated June 6th is driver's school for the "GO".

Other dates for Waterford are Sept. 4th and Oct. 2nd.

Financial Dir.: Craig Shefferly, said we have a \$4,400.00 bank balance.

Editor's Report: Mike Nyberg, distributed the proposed article list for the next newsletter.

National News: Jeff Burgy Feb. 18-20 SAAC does Vegas, July 30 - SAAC National in Calif.

Show Dir.: Gary Roys, is planning to make our 30th Show bigger and better with involvement with other Ford car clubs.

Membership Dir.: Rich Tweedle, indicated we have 118 paid members.

Advertising Dir.: Mike Riemenschneider, has placed ads in Hemmings and Mustang monthly. He will run paid ads in other publications starting two weeks before the show.

This & That: Mike Riemenschneider bought a '05 Mustang GT and Phyllis Greene a '05 T-Bird.

June 2 MEETING MINUTES

President, Tom Greene called the meeting to order at 8:00 pm.

New faces: Dale & Jan Clements from the Fairlane Club, Rick Brade, who is building a Factory Five Cobra and Erin Lindsay - Grazaniti, who just got Married.

Competition Dir.: Darius Rudis - June 6 is driver's school for the "GO".

Financial Dir.: Craig Shefferly - we have a \$1,000.00 bank balance.

Editor's Report: Mike Nyberg distributed proposed articles for the next newsletter.

Show Dir.: Gary Roys - Lining up to make our 30th Show bigger and better with involvement with other Ford car clubs.

Membership Dir.: Rich Tweedle - we have 121 paid members.

Advertising Dir.: Mike Riemenschneider - will run paid ads starting two weeks before the show.

This & That: Craig Shefferly Showed off the club's new shirts and jackets.

Tom Greene has a new 05 Mustang GT Convertible and John Logan purchased Freestyle.

President's Corner *(Continued)*

(Continued from page 1)

the country winning match races against the other Super stockers – it was driven by Gaspar Rhonda – hence the name on the car was the name of the driver), we had a 2005 Mustang race car, we had

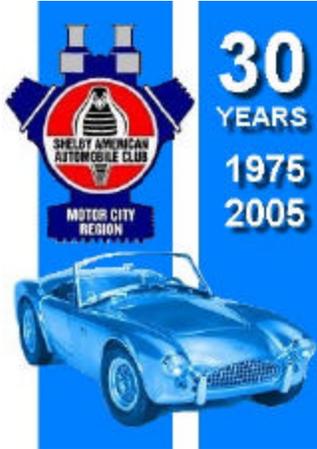
Phil's Shelby Team car and we had a vintage Ford powered Lola, that DROVE in – we "fell into" a simply terrific location for the race cars to be on display - that inside joke is because the WHO security notified us on the morning of the

show there was a possibility of a sink hole under the area we had originally planned for the race cars

All in all, we all have enjoyable, great not-our-day-job, jobs that we are fortunate enough to share with

all you great people. Thanks for making our club all that it is. You make the club great.

**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
Email: tangobythelake@yahoo.com

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

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

2005 Events Calendar

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.meadowbrookconcours.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)



Not everyone stayed on the track during the VSCDA Big Bore Enduo at GingerMan (*See story on page 6*)