



30
YEARS
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2005

Shelby Life

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Club – Motor City Region

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President's Corner *by Tom Greene*



Fall of the year is near. The SAAC-MCR Fall Picnic, attended by 30 some members, family and friends.

The fall of the year is near. We are approaching our "Fall blitz" of track events, we have our cars in mid-year trim, clean, gotten out of the garage/storage areas, and most definitely enjoyed so far this year, just what could possibly be better? Well, toss in a couple vintage race events to compliment our open track events, and several events where we get to enjoy each other's company – and some good club meetings to add to the socializing and – voila – we have had a good run so far this year. We are about enjoyment of the cars, about enjoyment of each other's company and most of all – about the cars. I am a self-confessed, died-in-the-wool, certified, verified and completely over-the-edge car nut, and I found this year's Woodward cruise to be nothing short of Mecca for any car nut. I saw people with big block powered VW beetles, pristine Shelys, amazing examples of pro-stock prepared American iron, and to-drool-for vehicular examples from every manufacturer, including American Motors, Studebaker, copious

quantities of cars wearing bowties, and many downright righteous Ford products, including one of the absolutely nicest early Galaxie big blocks I have ever seen, a 63 convertible with a real live 427, and a Marauder with a factory original 390 tri-power and 4-speed, what must have been a \$100k 34 Ford street rod and thousands of other very nice cars and trucks. I tell you, I was doing some very serious desiring – and I didn't even have my Shelby there leaving me to live vicariously thru everyone else's cars. It was good.

As many know, the engine in my 66 expired in a most dramatic way at the VSCDA Spring Brake, way back on May 1 – I didn't get it repaired yet – and as a result, I managed to miss the National Shelby convention. Missing the SAAC-National means missing an entire experience, the vintage race (and noting the car that won the race in which I finished 3rd

came in 2nd this year (Scott Hackensen in the Cobra Automotive No 520 GT350), means there were some very seriously fast cars in the vintage race). But missing the trips to the Moon shop and the original Shelby shop, and the team dinner on Friday night and the banquet on Saturday was a serious loss. I am very happy for those who were able to attend these events, and hope to be able to join the people at the National convention at VIR in 2006 – with my car running with it's 289 fully operational. And now a few words about another club member – John Ruth. John is the Group 6 director at VSCDA where he is putting a set of rules in place that should stop (at least slow) the proliferation of "taking full advantage" of the rules that is going on in vintage racing today. Examples of which are Chevys with 377 inch small blocks making 600+ hp, as well

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Hot Laps at GingerMan *by Mike Nyberg*

I rented a trailer to transport my 1994 Mustang to the July 25th SAAC-MCR open track event, "Hot Laps at GingerMan". I arrived at the Holiday Inn Express late Sunday night, the day before the event. I noticed several Mustangs on trailers in the motel parking lot next door. I walked over and asked how much the rooms were. They were \$42 cheaper than I paid, with an AARP discount. Now I understand why all the Mustangs were parked there.

The next morning I arrived at the GingerMan Race Course early. There were only a few cars in the paddock. I did notice Darius Rudis' Yellow F150; he had slept overnight at the GingerMan campground. He paid \$5 for a tent site. You can rent a campsite with electricity for \$20 a day. Horst Boehm and his wife rented a room at a bed and breakfast; a nice way to spend the weekend in the tourist area of South Haven along the Lake Michigan coast. I didn't realize there were so many ways to spend the night before the open track event on Monday.

The weather was very warm and



Steve White appears to be handling the corners well during the SAAC-MCR Hot Laps at GingerMan open track event.

it looked like we were going to get some rain in the morning. It actually did rain a little, but it wasn't enough to affect the open track event and driving conditions. It got very hot in the afternoon prompting some participants to erect canopies. Thank goodness John Yarema had one I could sit under to avoid the sun.

We began the day with a Driver's Meeting. We were reminded of the requirement to wear long pants during any open track session. I sat next to Don Tildel, who brought his Boss 302 to the event. He

didn't bring any long pants. I offered to let him use my drivers suit since I had long pants. When he returned them at the end of the day, he said they were very hot since they were double layer Nomex.

There were 30 drivers for the event that were divided into 4 classes. All 4 classes ran separate sessions until the lunch break. After lunch the novice and advanced classes were combined to allow more class sessions for the rest of the day.

Some participants left early, so the last 2 sessions of the day combined all classes. That meant there were different level of driving skills and cars on the track at the same time. I was in one of those sessions, as I entered the Turn 11 I looked back and saw a black Mustang far behind me. I didn't look in my mirror on the straight going to Turn 1, thinking the black Mustang would not catch up to me. But, a string of slow cars caused me to slow down. I heard a couple of loud exhaust blips behind me. It was Darius Rudis, he

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Membership Report *by Rich Tweedle*

SAAC-MCR Membership Status:

We Have 130 members

New members include: ***Eric & Tracy Brandenburg, Geoffrey Wilson and Bradley De Laby.***

Hot Laps (Continued)

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had moved up much faster than I could have imagined. I slowed and let him pass. His new exhaust system is awesome and makes a good "horn" to get your attention.

It was a safe event with no accidents and no one injured. Because, it was sunny and 90 plus degrees during most of the day, the event was appropriately named HOT Laps at Ginger-Man.



Darius Rudis trying to keep cool while his modified 1989 Mustang LX cools down before the next open track session.



Gene Kotlinski pouring gas into his modified 1990 Mustang LX, before his next session on the track.



Sandy, John Yarema with daughter Genni next to their 1965 modified Mustang Coupe.



Steve and Cathy White next to their 1966 Shelby GT350 while it cools down before the next open track session.



Horst Boehm helped Bill Rowe load his modified 1990 Mustang LX onto the trailer before the trip home.

SAAC 30 — Back to the Source *by Jeff Burgy*

SAAC celebrated its 30th anniversary with a blow-out Convention in Riverside, California this year. The host hotel was the **Mission Inn** in Riverside, which is an historic California landmark, and an absolutely gorgeous hotel. The hotel has been at this location since 1876, and had a major renovation completed in 1992 (started in 1985). Here's a website you can check out the hotel:

<http://www.missioninn.com/>

SAAC negotiated discount room rates of \$79/night at the Mission Inn, where rooms normally go for \$190/night. The hotel reminds you of a quaint Spanish Mission, with beautiful grounds and antique furniture everywhere. Right outside the front door was an open-air Mexican restaurant – a perfect place to sit back, relax, and quench your thirst with a few Margaritas after a hot day at the track. Right outside the back door was an open-air market area, with a short two-block walk to the Riverside Convention Center. You didn't have to get your Shelby or your rental car to get to the evening programs – you could walk to the Convention Center, and stagger back (if you imbibed a few too many) to the hotel after the programs.

Similar to the format of **SAAC 27**, a day of touring by Motor Coach was set up to view famous speed shops of Southern California and some very impressive home garages. On the card for **SAAC 30** were: So-Cal Speed Shop, Blair's Speed Shop, Edelbrock's, Moon Equipment Co., Carroll Shelby Enterprises, Gary Hunter's garage, and Lynn Park's garage. Full bio's for the tour shops can be viewed at:

<http://www.saac.com/eventsAndConventions/saac30.html>

The bus tour of the speed shops was very enlightening, you could step back in time looking at old-school speed shops like Blair's and Moon's, see what moving into the 21st century is like at So-Cal's, and see just how big the hot-rod industry has grown at Edelbrock's. Blair's looked (I imagine) just like it did in the 50's. It was tight, cramped, and there were parts everywhere. There was a nice Model "A" Ford hot-rod truck inside the showroom, amongst many display cases full of old-time speed parts. If you wanted to find a part here, I think you'd start by looking for the oldest counter-person you could find to ask, because I'm sure there's no computerized inventory of parts in this place. Moon's was almost as tight in the showroom, but they had a lot more garage space (including the stall where the first Cobra was born), and some manufacturing capability right on-site. The guys in the shop were busy cutting camshafts, and polishing up Buddy Bar aluminum castings, just like they have for the past 40 or 50 years at this historic location.

Stepping into the So-Cal Speed Shop was a fast-forward move to the 21st century. Here, everything was sparkling clean, hung or displayed neatly, and so very organized. Out back in the spacious shop were hot rods done up in period style, sitting next to current restomods and factory hot-rod prototypes. A good size portion of the shop area was set aside for what appeared to be a booming mail-order business. Moving over to Edelbrock's showed the extreme



Mission Inn, Riverside, CA. A beautiful Spanish motif hotel in downtown Riverside.



Blair's Speed Shop. Definitely "lost in the fifties" here – all kinds of old hot-rod parts lining the walls, floors, shelves, and isles. A treasure chest of lightly rusted or greasy parts.



Moon Equipment Co. The place where it all started. That last garage bay on the right is where the first Cobra was born, where Shelby was renting garage space from Dean Moon.

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SAAC 30 (Continued)

(Continued from page 4)

difference from the old school shops of Moon's and Blair's. Edelbrock's operation was so big that the tour buses got lost at the wrong facility. We circled a huge Edelbrock facility a couple times before being notified that we were outside one of the manufacturing locations, instead of the museum, where we were supposed to be. Once we found the right Edelbrock building, we were treated to a magnificent display old cars and speed equipment. This, my friends, is BIG BUSINESS!

Lunch was served "Texas style" at Carroll Shelby's place in Gardena. What better place for a hard-core gearhead lunch than sitting among hundreds of stacks of Goodyear racing tires? Up front was a small display room with a couple Cobras in it and model cars and posters sold by the Carroll Shelby Children's Foundation. Outside was a display of freshly-restored Shelybs and freshly-minted "Eleanor-style" Shelby restomods built by *"Legendary GT Continuation Cars"* out of Roaring Spring, PA. Out back, in the shop area, a variety of Shel's old projects languished - a Sunbeam Tiger, a couple Panteras, a few Dodge Shelby Lancers, a few Lincolns, and several custom golf carts. In the middle of it all was CSX 2000, without an engine. Looks like the first Cobra is getting an engine freshening. In another part of the shop was CSX 2589 (the LAST 289 Cobra) and a Shelby Series 1 car. Sprinkled in among the cars were a few boats, lots of wheels, and many old car parts - a real treat for any hard-core Shelby nut.

The garage tours were very impressive. We can only wonder what the neighbors thought when they saw the tour busses coming. The streets were so tight, the tour busses had to turn around at the end of the block, and BACK UP the street to the houses we were visiting. Gary and Cheryl Hunter's place gave no clue up front what might be beyond the gate in the back yard. There was a

four-car garage attached to the house, and a six-car detached garage behind that. The Hunters collect both old and newer cars, so a 289 Cobra and a 427 Cobra were garaged along with a group of "Brass-era" cars, an old fire truck, a late-model Porsche, and just TONS of memorabilia and spare parts. There were pinball machines, antique bicycles, neon signs, and parts everywhere. On a deck behind the garage was a spare 427 side-oiler on a stand, and, hanging in the rafters was a pristine Cobra go-cart. You could have spent two days in this place and not seen it all.

When we went to Lynn Park's home, you knew you had landed at Cobra Central. Not satisfied with the mere dozen Cobras of his own, Lynn invited several of his buddies to display their Cobras in his driveway. You had to walk past a million dollars worth of cars just to get to the garage! Lynn's collection has grown since my last visit to his place. Before it was exclusively Cobras, now he has added a few very interesting hot-rods, and a AA-Fuel Dragster to his collection. When I spotted the cart with all of the batteries next to the Dragster, I figured we were in for an unusual treat. Sure enough, before the afternoon was out, Lynn hooked the batteries up, squirted some nitro in the air scoop, and *fired that mother UP!* Wow! What a racket! Just like being on the starting line at Indy for the WinterNationals in 1965! Lynn's garage is filled with more Cobra cars, parts, and memorabilia than you could imagine, and it would probably take a week to see it all. Lynn's lovely wife Susie was there, handing out home-made brownies and ice-water along with posters of Lynn's garage. It was the kind of afternoon you wished would never end.

On Friday, the action moved to California Speedway in Fontana. This is a spectacular facility with lots of room for all of the show cars AND the race cars.

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So-Cal Speed Shop. All kinds of hot rods going together, including early rods with TWM injection and disc brakes hidden behind finned Buick drums, all the way up to new GM retro trucks getting their tops chopped.



Edelbrock. Vic Jr's 289 Cobra, CSX 2424. This car was delivered new to Bridenthal Ford in Greensburg, OH, near my hometown. I believe this was the Cobra I saw on their showroom floor in 1964!



Shelby American Enterprises. Shelby set up a Texas-style Chili Cook-off for SAAC 30 participants. Rumor has it there were two blends of chili - "Regular" and "High-Test". A severe water shortage was reported in the area following the luncheon - seems those who ate the "High-Test" mix needed HUGE amounts of water to put out the fires in their stomachs.

SAAC 30

(Continued)

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The garages were full of original Shelys and Cobras, most of them being driven as they were meant to be – fast. There were also some garage stalls displaying historically significant Cobra race cars. Larry Bowman sent about a half-dozen original cars, including a Daytona Coupe, and FIA roadster, and several 427 S/C's, all that had been restored to their original racing livery from the sixties. These cars were not raced at the Convention, as he was saving them to run at the historic races at Portland scheduled for the week after the Convention. Also parked with Larry's Cobras was Drew Serb's beautifully restored Dragon Snake. You don't get to see these kinds of cars often, and it was nice to have them on display for several days at SSAC 30, so enthusiasts could get plenty of pictures, and crawl around them to relish the details.

Friday evening the activities moved to the Riverside Convention Center. The highlight of Friday evening's program was an auction of various Shelby goodies that former Shelby employee's brought out. There were a number of unusual and valuable pieces up for auction. I personally lusted after the 1/4 scale "Daytona Coupe engine" model, complete with Weber carbs. It was beautiful, but looked very delicate, and I figured there was no way I could get it back without it suffering damage. There was also a perfect set of early GT350 seat belts, the Ray Brown aircraft style ones with chrome hardware, and a nice original Cobra wooden steering wheel. There were some very nice goodies here, and plenty of well-heeled collectors to work the prices up. I was able to control myself, and walked back to the hotel empty-handed.

Back at the track on Saturday and Sunday, it was hot, but not as humid as we are used to in Michigan. So 95

plus felt like about 85, and you could take refuge out of the sun in the garages. Saturday night there was a traffic jam on the freeway back to the hotel (snarled due to an accident we never found), and the twenty minute trip took about three hours. I felt REALLY bad for the guy in the 4000-series Cobra we kept passing back-and-forth in traffic – I know he was roasting. I also felt bad for a few guys in a Shelby over-heated on the side, but we were just too many lanes over to be able to get over to offer them any help. We ended up getting off the freeway before our exit, and just winding around on local streets to find our way back to the hotel (I'm sure our trip would have been even longer if we hadn't done that). This was an example of Southern California freeway traffic at its worst.

The swap meet was kind of small, but, the good news was, rather than the big-time vendors all selling the same shrink-wrapped repro parts, there were a number of guys selling real old parts they'd had languishing in their garage. I found a few deals, but found later that some of the parts I bought cost more to ship them home than what I paid for them. Guess I'd better pay closer attention to that next time. The Concours car show was fairly small, but featured some very nice cars. There were two popular vote car shows, one on Saturday, and one on Sunday. As can be expected at a California show, there were lots of modified cars. The results of the car shows can be viewed at:

http://www.saac.com/eventsAndConventions/saac30_race.htm

The races on Sunday were quite a treat. There were a lot of entries, and a lot of different cars. There were even a couple GM-based Trans-Am cars there to spice things up a bit.

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Gary Hunter's garage. Two Cobras, a half-dozen Brass cars, an antique fire truck, an MG, and a Porsche – quite a diverse collection, surrounded by tons of memorabilia.



Lynn Park's garage. A dozen Cobras, several hot rods, and a AA Fuel Slingshot Dragster - boy, this guy is really **HARDCORE**. Every square inch of the garage is covered with Cobra memorabilia (Lynn has been at this a long time). One of the highlights was hearing this dragster light up (he must **REALLY** have some understanding neighbors).



GT350 Race Start. Three GT350's and a Sunbeam Tiger (driven by former Shelby team driver John Morton) get off to a flying start in the GT350 race.

SAAC 30 *(Continued)*

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The GM cars didn't fare very well, and BOSS 302's seemed to dominate the A/sedan and Trans-Am races. The Cobra/GT40 race was won handily by a restored Shelby McLaren Can-Am car (no surprise – it had a significant weight and handling advantage). Dick Smith, an original Cobra owner who has raced his car since it was new, took 4th in the race. Dick had announced the evening before at the banquet his intentions to retire after this race. It was nice to see him finish his racing career with SAAC. His car, CSX 3035, an original 427 S/C, is reported to have 198mph at Daytona Speedway in the 60's. The action in the races was intense, and, except for a few minor mishaps, there was no significant damage to any of the very valuable historic racing cars. Results of the vin-

tage races can be seen at the same SAAC website that lists the car show results.

It was a perfect weekend in Southern California, the source where the Shelby legend was born and groomed by a dedicated bunch of California hot-rodders. The legend seems to be growing stronger each day, with the new Ford GT and the 2006 Shelby GT500 on the horizon. We are at a point in time to be relished, able to see, hear, and drive the original legends, right beside the guys who built them, and the new stuff coming from Detroit, heavily influenced by the cars of the past we so highly cherish. SAAC 30 was a wonderful tribute to the men and machines.



Mike Friedlander's BOSS 302. Mike gave it a valiant try, and gridded fourth, but transmission gremlins held him back, and eventually sidelined him.



Jeff Burgy's GT350. Well, anyway, it USED to be. My first Shelby is now a vintage racer, campaigned by Harold Potts. The car now runs in it's original colors, Wimbledon White with Hertz Gold stripes.



CSB 3054. The one and only, Daytona Super Coupe. This car was for sale, if you have a million dollars in the bank, it could be yours. Not nearly as valuable as the small-block coupes, the one big-block coupe was never completed in the sixties, and thus has no credible race history. The car was completed in 1982, and has made numerous appearances at SAAC events and vintage races. It sold at auction in Monterey in August for less than \$2 million.



CSX 2260. One of only five original 289 FIA roadsters. Showed up freshly restored in it's early 60's racing livery, as it appeared at the Tourist's Trophy race in 1965.

'65 Mustang 347 Stroker Does Hot Laps at GingerMan

by John Yarema

The last issue of Shelby Life had an article about building two 347 CI stroker engines by John Yarema. John participated in the Hot Laps at GingerMan on July 25th. He wrote an e-mail about all his trials and tribulations in preparing for the event. Here is an abridged version of his five page e-mail.

John had his 347 stroker engine dyno tested on July 4th. He had three weeks to get the old engine out and the new stroker engine in and ready to "race". He pulled the old engine out and rebuilt the T-5 transmission on the 5th of July. The next day he modified the headers to fit the new heads. After some machining, milling and grinding he powder coated them.

Next he tried to check the concentricity of the blow proof bell housing which proved elusive. He brought the concern up at the July 7th SAAC-MCR meeting and got advice on how to check concentricity. The next day he pulled the new engine out of the car and made some better tools to check concentricity. He was able to get it to within .002 of and inch. "I made 3/4 (inch) thick blocks with a .501 (inch) ream hole to slide over the pins in the (engine) block. Then, I welded those blocks to the bell. Now my bell was true!" John and a friend Matt reinstalled the engine and transmission assembly by late evening, July 8th.

The cooling system needed to be updated, so on Monday July 11th he made many modifications to get the electric fan to clear the water pump housing. In the process he drilled a hole in the aluminum radiator. He ordered a new radiator. "My uncle, Richard came and wired the MSD, the fan, the gauges, etc. I helped while I made custom valve covers

and throttle linkage."

By Wednesday July 13th the car was running. He took the car for a test drive that evening on I 696 and left black tire marks everywhere. He thought "WOW FAST" I have a traction problem! Sunday afternoon, July 17th he took his wife Sandy for a ride. He asked her if she was smiling when he accelerated on I-696. "She replied, 'It's the gravity grimace,' (the G-force pulling her lips back to her ears)."

Monday July 18th he ordered Hoosier tires and received them on Tuesday. By Tuesday evening the tires were mounted and John said, "I think I solved my traction problem!" John was ready for the Hot Laps at GingerMan.

John loaded the car onto a trailer to travel to west side of Michigan on Saturday morning. John, his wife, Sandy, and daughter, Genni, spent the weekend at a friends house near South Haven prior to the event at GingerMan. John wanted to show his friends how well the car performed with the new 347 stroker engine. In the demonstration he blew the T-5 transmission 3rd gear.

John purchased a 2000 Mustang 3.8 T-5 from a local junkyard, but it didn't work because it had been damaged. Now he needed to come up with another plan quick! He had a world class T-5 in his Cobra replica back at his shop in Roseville. He called a friend, Dan Delich, to ask him to pull the trans out of the Cobra and transport it to a yet to be named SAAC-MCR member who would be traveling from the Detroit area to GingerMan on Sunday.

John spent Saturday evening making many phone calls to club members



Leading a '70 BOSS 302 into a turn at GingerMan



Getting a little sideways in a turn at GingerMan

to arrange transportation for the T-5trans. He contacted Steve White who was willing to transport the transmission after Dan delivered it to him Sunday, at 11:05 am.

John picked up the trans from Steve at a rest area near mile marker 43 on I-94 at about 3:00 pm. He got the trans installed by 8:30 pm Sunday night. He loaded the car onto the trailer for the trip to GingerMan the next morning.

John arrived at GingerMan "at 7:35 am and unloaded between Mike Nyberg and Steve White." After tech inspection and the driver's

meeting, John spent his first two open track sessions getting used to the new engine and tires. The car performed well. Now he could relax during the lunch break.

"We all had a nice lunch together. Sandy and Genni stayed to see me run again. This was a good session, Steve White got behind me in the 66 GT350H. He followed me the first lap or two, then I signaled him to pass and I stayed right with him for a few laps. Then, I passed him. Some guys in other run groups said it was some of the best rivalry of the day! What fun! I think

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Track Tire Temp Tech – the Wrong Way!

by Steve White

In a previous issue of Shelby Life (Jan. 2005), I wrote about the process that Kenny Brown explained in a tire seminar for tuning your tires for track use. In that article, I gave an actual example of a successful adjustment on my '96 Cobra. Unfortunately, I can now give you an unsuccessful example from my Shelby at Road America.

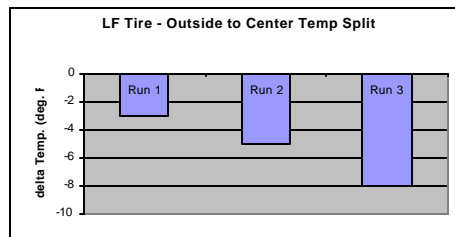
Road America, like GingerMan, is heavy on fast right hand turns, which taxes heavily the left front tire. However, Road America is about a magnitude of two harder on the left front due to it's high speed layout. I had run my Kumho ECSTA V700's at Road America in 2004, & GingerMan in 2005 & back to Road America in 2005. Since the first event, they had shown heavy wear on the outside left front. Before GingerMan, I had rotated them to even out the wear. Before Road America in 2005, I didn't rotate them, as the left front (now on the left rear) still hadn't evened out it's wear in that position yet. I was worried a bit about the left front outer wear.

From the data below at Road America this year, you can see the LF inner & outer temperatures were about the same, but the inner was lower. With as much negative camber as I run, higher inner temp is to be expected, & since the center temp was lower, I assumed the outer was too high because of all the high loads due to the track layout. Concerned with the wear, I thinking I was overheating the outside of the tread, I lowered the pressure slightly in thinking it would cool that part of the tire. Several attempts at this kept the same trend of inner & outer identical in temp, but lower center. Not once did I think I was too low in pressure, as should have been apparent by the trend of the readings. Kumho recommends 35 – 40 psi hot, but my car seems to work best on these tires in the 43-44 psi range. I had never dropped below there recommendation, & in fact was above it. The other tires running my typical range were fine in temps.

Run 1:	LF "Baseline"			Hot: Temp (F) T split T range PSI Camber	RF "Baseline"		
	Outer	Center	Inner		Inner	Center	Outer
	138	135	138		136	131	128
	O-C = -3	O = high!	C-I = 3		I-C = -5		C-O = 3
	total spread = 3				total spread = 8		
	43.8				43.5		
	-2.625				-2.75		
	Result: Too high outer T				Proper trend, but unequal T separation		
	Impact: Heavy outside wear						
Changes Run 2: (hard run!)	LF Prior to run, lowered cold psi 0.5			Hot: Temp (F) T split T range PSI Camber	RF No changes prior to run		
	Outer	Center	Inner		Inner	Center	Outer
	144	139	144		143	136	133
	O-C = -5	O = high!	C-I = 5		I-C = -7		C-O = -3
	total spread = 5				total spread = 10		
	43				43.2		
	-2.625				-2.75		
	Result: No apparent change? (In reality I was making it worse - I just didn't know it yet!)				Proper trend, but unequal T separation		
	Impact: Outer tread chunking						
Changes Run 3:	LF Prior to run, lowered cold psi 1.0			Hot: Temp (F) T split T range PSI Camber	RF No changes prior to run		
	Outer	Center	Inner		Inner	Center	Outer
	136	128	136		142	135	132
	O-C = -8	O = high!	C-I = 8		I-C = -7		C-O = -3
	total spread = 8				total spread = 10		
	41				43.2		
	-2.625				-2.75		
	Result: Still no improvement in achieving a linear trend across tread face. (In reality I aggravated the problem, & was going the wrong direction!)				Proper trend, but unequal T separation		
	Impact: Tore outer tread off down to the cords!!						

In hindsight, I was under inflated, & making the condition worse. Only looking from one run to the next, & not until I looked at the trend across all runs, did I realize I was making it worse. The spread in temps from the center to the two outer (& equal in temp) edges kept growing, as evidenced by the chart below.

Using the Kenny Brown guidance, I should have raised the pressure, which would have increased the center temp over one of the outers' & also would have increased the other outer temp above the centers'. Then an increasing temp gradient across the tread face would occur. The result would have either been like that seen on the RF, or the outer temp higher – meaning more negative camber would be required.



While this was a good learning process, it was an expensive one, as I prematurely ruined a \$150+ tire, & ended up having to buy two new tires to balance out the axle set! I won't make this mistake again!! Hopefully this will save someone else from also making an incorrect judgment.

2005 Woodward Dream Cruise *by Mike Nyberg*

Craig Shefferly reserved (30) parking spots on Old Woodward in Birmingham for the SAAC-MCR members to park and enjoy the 2005 Woodward Dream Cruise. Old Woodward was closed off to automobile traffic during the Dream Cruise, which made it a relaxing place for people to view the classic cars. It rained three times during the early part of the day, which kept

us busy wiping the cars off after each rain. The afternoon and evening weather turned out to be very pleasant.

We were close to the Ford Motor Company display in Shain Park located in the center of downtown Birmingham. They had many classic Ford products on display. Mixed in, were new Ford cars and several Mustangs

built by aftermarket modifiers. Club member, John Moore had the '05 Steeda Screamin' Yellow Q on display at the busiest corner of Shain Park. Dario Orlando, the President of Steeda, was with John to help promote Steeda performance products.

Several SAAC-MCR members were able to get their cars accepted for display around Shain

Park. It was a beautiful setting with tall mature trees. The trees kept club members, like Bill Cook, busy wiping their cars off long after the rain stopped, because the breeze would cause water drops to fall from the leaves.

Craig selected a good place for SAAC-MCR members to display

(Continued on page 11)



Left: Bill Cook next to his Medium Blue Metallic BOSS 302



Bonnie and Craig Shefferly happy to stand next to their 1967 Mustang Shelby GT500.



Left: Dan Delich beside his 1966 Mustang Shelby GT350 Clone



Ed Hanson is proud of his 1967 restomod and rightfully so.



L to R: John Moore and Dario Orlando, President of Steeda stand next to the Screamin' Yellow Q.

Right: John Yarema trying to "suck it in" next to his Modified 1965 Mustang



2005 WDC (Continued)



Lee Swonder next to his '85 Mustang GT



Left: Mike Lauer polishing his 1968 Red Mustang Shelby GT350.



Randy Burns and his original 1968 Mustang Shelby GT350.



Left: Sandy and Tom Hauck next to their 1968 red Mustang Shelby GT500.

(Continued from page 10)
their cars and he signed up for (30) spots in the same area next year. Plan

Right: Mark Storm's 1970 Competition Orange BOSS 302.



Right: Mike Nyberg and his Yellow BOSS 302.



Right: Steve White and his 1966 Mustang Shelby GT350H.



Walt Berti and his '70 Calypso Coral Mach 1.

on joining us next year in Birmingham for the 2006 Woodward Dream Cruise.

Jeff and Ami Niffin's 1968 Shelby GT350

(Adapted from a Mustang Monthly article written by Bob McClurg)

Club member, Jeff Niffin owns a beautifully restored 1968 Highland Green Shelby Mustang GT350 Convertible. The car was purchased in August 1999 and took a year to restore. "The car was a solid, original piece," says Niffin, who also owns a pair of 1969 Shelby GT500's.

Jeff is the owner of Ladd Road Collision in Walled Lake. He has an allegiance to Ford classic cars, due to his families ties to Ford Motor Company. His father William, grandfathers Harold Niffin and James Fraser and grandmother Elizabeth are all retirees of Ford Motor Company.

Jeff thought the restoration would be simple. "Unfortunately, it had been painted Wimbledon White with blue GT stripes somewhere along the line. After examining the date plate, I decided to change it back to the original color, Code-R Highland Green."

Under normal circumstances, that might not have been such a tall order. However, the previous painters had gotten a little sloppy with the Wimbledon White. "There was white over spray everywhere. Since all the suspension components had to be removed and detailed, I figured, 'Why not completely restore the car?'"

Niffin and his crew at Ladd Road Collision began by completely disassembling the Shelby. While body-man Todd Graham was smoothing out the Shelby's 32 year old fiberglass and sheet metal and painter Craig Scheffer

was applying the correct Sikkens AKZO Nobel paint, Niffin and George Huismann (Owner of Classic Design Concepts) were busy rebuilding the GT350's mechanicals. That included rebuilding the 3.50:1 Detroit Locker rear end and power steering. They also installed new suspension bushings and Koni shocks.

The Shelby's 250 horsepower 302 was rebuilt and stroked to 347 cubic inches, as a joint effort between Jeff and Walltucky Speed's Jim Murray. Walltucky Speed also rebuilt the C-4 automatic transmission, which includes a 2500 rpm stall speed torque converter. All the engine compartment items, which distinguish the car as a Shelby (i.e. factory Tri-Y headers, Shelby medium-rise aluminum intake, 600 cfm Holley carburetor, Ford dual-point distributor, Cobra finned aluminum valve covers and oval air cleaner) have been either refurbished or replaced with NOS parts.

The only thing Jeff didn't replace was the black factory GT350 interior. "The interior which features the Deluxe Décor Interior Group, with 'Shelby-ization,' was in such good condition that I didn't have the heart to rip it out. We just cleaned it up a little bit. That's all it took."

The restoration was completed just in time for Jeff and his wife Ami to participate in the 2000 Woodward Dream Cruise. They enjoy cruising and showing the



Jeff and Ami Niffin's 1968 Highlander Green Mustang Shelby GT350 Convertible



The black factory interior is original. It just required a little bit of cleaning during the restoration.



The original 302 V8 was stroked to 347 CI, by Jeff and Walltucky Speed's Jim Murray.

car. Shelby enthusiasts enjoy seeing their beautifully restored

Shelby Mustang GT350 Convertible.

Brake Bedding Procedures

by Steve White

Brake bedding is a process of preparing new pads for use, prior to the first application of them in anger. This process is another of the debatable techniques surrounding performance driving, and is intended for at least one of two reasons 1) to de-gas or off gas materials used in the brake bonding assembly process, & 2) to develop a transfer layer on the rotor itself. Many believe that the first reason is no longer valid, due to modern manufacturing materials & processes. However, the second reason is still generally agreed. Developing a transfer layer on the rotor of brake pad material actually helps the pads work better than if used on a "clean" rotor. Developing the transfer layer will not occur with just simple everyday normal braking efforts, so more aggressive braking is required. One of the keys to developing a transfer layer, in addition to the higher heat created by the higher braking effort, is to develop an even layer across the rotor face. Thus, not coming to a complete stop ensures that this happens (if you come to a complete stop, more transfer will occur right before where the pad stops, then less at the pad & after).

The following are several different methods, depending upon manufacturer or intended use of the pads. It is best to use your manufacturers recommendation, or in lieu of that info, you can take the following information as advisement & develop a procedure that suits you, over time & your own experience.

Brake Bedding Procedures

	Grassroots Motorsports	Brembo	Porterfield Brakes
Street	6 - 8 partial braking events from 60 mph down to 10 mph of moderate to high braking level, (I.e. 75% of max braking), until you can begin to smell the brakes inside the car. Allow the brakes to cool by driving at steady speed w/o coming to a complete stop. Repeat entire procedure a second or third time.	30 applications, 3 sec. duration per application, from varying speeds, 1/2 mile between applications, =15 miles of applications!	10 medium brake applications from 45 mph, without coming to a complete stop.
Race	7 - 10 partial braking events from 60 mph down to 10 mph of moderate to high braking level, (I.e. 75% of max braking), until you can begin to smell the brakes inside the car. Follow immediately with 3 - 4 partial braking events from 80 mph down to 10 mph of moderate to high braking. Allow the brakes to cool by driving at steady speed w/o coming to a complete stop. Repeat the partial braking procedure above, but add in 2-3 additional events from 100 mph down to 10 mph.		2 - 3 light medium stops, 2 - 3 medium hard stops, 1 - 2 hard stops, = gradually brings pads up to temperature to the point you can smell them, then let them cool; takes 1-2 laps

One key thing to notice is that the procedure for race applications (this includes open tracks events) requires a more aggressive procedure from a street application.

Ford Racing Fan Appreciation Day *by Mike Nyberg*



Ford Motor Company had a Ford Fan Appreciation Day at the Silver Dome parking lot in Pontiac on Thursday, August 18, 2005. People were waiting in line hours before the gates opened at 5:00 pm. My wife and I arrived at the car display area at 3:45 pm to represent SAAC-MCR. We were directed to park next to the FME car display of several 2005 aftermarket modifiers' Mustangs. The after market modifiers' cars on display included Mustang Racing Technologies, Dynatek Racing and Classic Design Concepts. Rick Porteous represented the FME Club with his 1968 drag car. The FME display coordinator asked me to park my 1970 Boss

302 behind Audrey Zavodsky' table to form a backdrop for her autograph signing station.

The gate opened at 5:00 pm and the waiting crowd rushed past the FME display to get in line for NASCAR drivers' autographs. They wanted autographs from Dale Jarrett, Ricky Rudd and Elliott Sadler. Later in the evening they would seek autographs from Matt Kenseth, David Green and Greg Biffle.

There were several new Ford products in a display tent, including the Fusion, Ford 500 and '06 Explorer. Opportunities to buy

(Continued on page 15)



Ford racing fans rushing in to get NASCAR driver's autographs



Audrey Zavodsky set up to sign autographs.



Dale Jarrett answering Ford racing fan's questions.



The new 2006 Fusion NASCAR. This design will replace the Taurus style NASCAR



Elliott Sadler answering Ford racing fan's questions.

Appreciation Day *(Continued)*

(Continued from page 14)

NASCAR memorabilia were available. Several Ford Taurus NASCAR racecars were on display. One racecar was set as a NASCAR simulator. Club member, Mike Radonovich, "drove" the simulator and crashed. He said he thought it was "fixed". Club members Tim Young and Lynn attended the event and talked to several people at the FME display.

My wife and I enjoyed talking to people reminiscing about their old Mustangs they either had or once owned. We obtained a couple of NASCAR drivers' autographs. We spent our 42nd wedding anniversary eating a gourmet dinner at the event consisting of hot dogs with soggy buns and nacho chips. It is an anniversary she will always remember.

The Ford Taurus Number 99 NASCAR on display to allow fans to get a close look at the car.



Left to Right: SFC Steven Mrozek, representing the National Guard and Randy Bishop, representing Subway, in front of the Number 16 NASCAR.



Scott Hoag polishing Mustang Racing Technology's Interceptor.

Fred Grochulski cleaning the wheels of the Dynatek Racing's DR250



The Ford Taurus Number 21 NASCAR.



Rick Porteous next to his '68 Mustang drag car powered by a 514 ci big block producing over 800 hp. He runs 9.61 seconds at 137 mph.

AutoAlliance Mustang Plant Tour

by Rich Tweedle

June 4, 2005, a bright, sunny day, three clubs met at the Mustang plant in Flat Rock, Michigan for a tour of the latest place that Mustangs are being built. The Mustang Owners of South East Michigan (MOCSEM), Mustang Club of Mid-Michigan and SAAC-MCR were hosted by the Ford Motor Company and AutoAlliance. Many club members drove their pride and joys and parked them in the visitor lot.

We were formed into groups of approximately 10 each and escorted for a looong walk

through the plant. We saw a good portion of the plant and the assembly process without being put into harm's way. Stamping, body welding, interior assembly, engine dress-up, engine to trans mating, exiting the paint booths, etc.

Afterward we were treated to the unveiling of two 2006 models and a Shelby GT500 prototype.

Our thanks go to Dave Marchand and the people at the Mustang/Thunderbird Club Center, John Moore and the AutoAlliance plant.



Sign on the AutoAlliance building that greets visitors to the plant.



MOCSEM and SAAC-MCR members cars park at the entrance to the AutoAlliance Assembly Plant.



Jerrold King's '67 Shelby GT350.

"Afterward we were treated to the unveiling of two 2006 models and a Shelby GT500 prototype."



John Moore displayed the Red Steeda racecar



Tim Young's '68 Mustang 2+2.

SAAC-MCR Fall Picnic

by Mike Nyberg

The 2005 SAAC-MCR Fall Picnic was well attended this year. Over thirty people attended to watch the races at the Waterford Hills Race Course. We had a canopy for shade located near Turn 6. The Waterford Sportsmen's Club catered lunch at noon. The weather was perfect for the event. It was an opportunity for people to relax and enjoy one another's company.

We especially enjoyed watching the Group 4 race, which included the A Sedan class. Club member, Steve Hynes, raced his 1996 Mustang in that event. The color combination and BOSS 302 G-strip on the car reminded us of the 1969 BOSS Trans Am cars. It was exciting to see Steve move from last place to third during the race. In the second race he won first place in the A Sedan class.

After lunch, Steve Hynes and his car builder Mitch Marchi Jr., drove Steve's racecar up to where the SAAC-MCR group was located. We complimented Steve on his driving skill during the race. He indicated we should give a lot of credit to the car builder Mitch. Mitch owns CMP Fabrications in Waterford, MI.

I asked Mitch what modifications made the car handle so well. He said, "The car has a special 3 link rear suspension, full monoball bushing and a Winston Cup tubular sway bar." He also built the 405 HP engine based on a Ford Motorsports B50 block. The power is transmitted through a Tremec TKO 600. Mitch's dad, who was a design engineer for Kar Kraft, did all the engineering for the car. (Mitch Marchi Sr. was featured in the "GingerMan Big Bore Enduro" article in the previous issue of Shelby Life.)

Several SAAC-MCR members participated in the parade lap sessions during the lunch break and afternoon worker's break. The track announcer enjoyed seeing John Yarema's car on the track, it reminded him of Uncle Jessie's car in the Duke of Hazards TV show. He announced, several times, he was glad the Shelby Club attended the event and he especially enjoyed seeing Uncle Jessie out on the track.

We all had a great time and are looking forward to next year's SAAC-MCR Fall Picnic.



SAAC-MCR members, family and friends having lunch near Turn 6 at the Waterford Hills Race Course.



SAAC-MCR member's cars parked near Turn 6.



Steve Hynes coming out of Turn 6 During the first Group 4 race session.



Swapping race stories. Left to Right: Steve Hynes, Craig Shefferly, Walt Berti, Mitch Marchi Jr. and Phil Jacobs.



Left to Right: Steve Hynes next to his race car and the car builder, Mitch Marchi, Jr.

SAAC-MCR Abridged Financial Report

by Craig Shefferly

Item Description	Jun.	Jul.	Aug.
Beginning Balance			
Checkbook	2,590.42	3,489.66	3,313.80
Cash on Hand	45.00	45.00	45.00
Paypal			
Total Beginning Balance	2,635.42	3,534.66	3,358.80
Income			
Annual Memberships	15.00	270.00	15.00
Waterford Event	1,340.00		
GingerMan Event			1,280.00
Paypal		1,694.11	
Show 30	6,106.00		830.00
Dream Cruise	30.00		30.00
Golf Shirts	150.00	527.00	300.00
Meeting			
Total Income	7,641.00	2,491.11	2,455.00
Expenses			
Hot Line Phone	24.21	27.16	24.21
Office Supplies			
Program Expenses	184.58	200.00	231.82
Member Reimbursements	807.45	389.81	98.15
Open Track- June @ Waterford, July @ GingerMan	1,810.00	2,050.00	
Show 30 trophies	1,017.52		
Golf Shirts	1,698.00		
EMS Ambulance Service	700.00		
K&K Insurance			513.00
Show n'Go	500.00		
Total Expenses	6,741.76	2,666.97	867.18
Income Over/(Under) Expenses	899.24	-175.86	1,587.82
Ending Balance	3,534.66	3,358.80	4,946.62

'65 Stroker at GingerMan (Continued)

(Continued from page 8)

they were old car fans! Mike Nyberg timed me at 1:42."

"My next session was fun! I was the first one out and a 70 Mustang Fastback had come gunning just for me. I led the first 2 laps getting used to the track and let him pass in the first passing zone. I stayed right with him a lap or so then passed him and started to drive pretty fast. I missed a shift at one point and found myself in a corner in 5th, but I still had lots of fun. That guy found me after the session and said chasing me was the most fun he had all day!"

"The next session was a mixed session where the red group came out with us. I could see Darius with his huge wing coming up behind me and I just got out of the way! Then, I tried to keep up, to follow a better line and learn more. It occurred to me I might be just like my daughter at swimming lessons. I wasn't trying to learn to swim; I just wanted to play in the water my own way! I needed the track time to realize this."

"The last session, many people skipped. I decided to run the whole session in 4th gear and

watch info. (on the gauges). How fast I go in a corner? Where did I start losing traction? Could I hold braking until later, to increase lap speed?"

"I found the car was great! I could keep the speed above 50 MPH in the corners and RPM's would be 3000, just at the base of the power curve. I could accelerate to 90 between 3 and 4. I tried stopping later and watching my position on the track by the markers."

I got through Turn 6 in one smooth motion. I went 70 to 75 through the S's and had to slow down to 45 to 50 for Turn 10. 55

MPH was my best in 10! Through the front straight I got to 115, and then I had to slow to 57 for that 90 degree corner. Then, I passed the finish line at 100 and braked to 50 for Turn 1. I went way out side between 2 and 3 and steered the car by hitting full throttle and letting the back slide around so I could hit the apex leaving Turn 3 and accelerate back to 90. No one timed that!"

Even though John had a lot of trials and tribulations getting the car ready for Hot Laps at GingerMan, it was certainly worth it!

SAAC-MCR Abridged Meeting Minutes *by Kurt Fredrickson*

July 7 MEETING MINUTES

Meeting was called to order at 8:05 by **Tom Greene**

New faces: **Ed Cale**, owns a '69 GT500, Larry Wilmont a '73 Mustang & '93 Mustang SVT Cobra and **Brittany Garzaniti**, who is Erin Lindsay-Garzaniti's new daughter

Competition Dir: **Darius Rudis**- 45 cars at the June "GO" event

Financial Dir: **Craig Shefferly**- Not present

Editor's Report: **Mike Nyberg**- Talked about his trip to Sweden and attending a Mustang club meeting there.

National News: **Jeff Burgy**- Not present, attending SAAC 30

Show Dir: **Gary Roys**- Our show director went to the hospital the night before Show & Go

Membership Dir: **Rich Tweedle**- Not Present

Advertising Dir: **Mike Riemenschneider**- All done till next event

Tech talk: Erin's Cobra stalls when braking hard. The group thinks it's either carburetor or electrical.

This & That: Mike Riemenschneider bought a Red 2005 Mustang GT.

August 4 MEETING MINUTES

Meeting was called to order at 8:01 by **Tom Greene**

New faces: **Rick Brade**, who owns a Factory 5 Cobra, **Patrick O'Sullivan**, who owns a '66 Mustang Shelby clone.

Competition Dir: **Darius Rudis**- Gingerman went "ok" but we lost \$1,000.

Financial Dir: **Craig Shefferly**- We have \$7,200.

Editor's Report: **Mike Nyberg**- Passed out proposed articles due in September.

National News: **Jeff Burgy**- Talked about his adventures at SAAC 30 and visiting some personal garages with high dollar cars inside in Calif.

Show Dir: **Gary Roys**- Talked about why he was too sick to be at the SAAC-MCR Show 30.

Membership Dir: **Rich Tweedle**- We have 126 paid members

Advertising Dir: **Mike Riemenschneider**- Done till next event.

This & That: **John Moore** is involved with Steeda and can offer Shelby club members discounts for 2005 and 2006 Steeda Mustangs.

Tom Greene bought a new 2005 F250 Super Duty

Craig Shefferly needs pictures for the making of next year's calendar.

September 1- MEETING MINUTES

Meeting was called to order at 8:02 by **Tom Greene**

New faces: **Ashley Garzaniti** with Erin Jessica, **Randy Hayward, Jr.** with Randy Hayward, **Eric Miller** representing the Fairlane Club & **Jan Wilcox**, our club's "hostess" Christy's mother.

Competition Dir.: **Darius Rudis**- Track event this weekend has low sign-up.

Financial Dir: **Craig Shefferly**- We have \$6,600.

Editor's Report: **Mike Nyberg**- Absent

National News: **Jeff Burgy**- Absent

Show Dir: **Gary Roys**- No shows until next year.

Membership Dir: **Rich Tweedle**- we have 130 paid members.

Advertising Dir: **Mike Riemenschneider**- Absent

This & That: **Steve White** discovered that the Stant radiator caps that have a brass top seal, will fail if it overheats and will stress crack and never seal again so use caps with rubber gaskets. Start thinking about where to hold the Shelby club Holiday Party.

President's Corner *(Continued)*

(Continued from page 1)

as 347 Shelby Clones (many of the Shelby's sit home in the garage while the "look alike" Mustang is raced at the track – with a reproduction tag screwed in place) and other cars with twice the hp

with which they were raced 40+ years ago. Lets hear it for John as he implements rules that brings the cars back to run 'em like they were run "back then". John, you have my support as you move us towards better – and safer racing.

No one needs to see vehicular mayhem as it took place at Road America last month. We all look forward to next year.

With the end of the year coming towards us faster than any of us

want to think about, let's stop and give thanks for the collective us – each other and our club.

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

2005 Events Calendar

Oct. 9 SAAC-MCR Waterford Hills Open Track Event- "Harvest Happening", Waterford, MI (www.saac-mcr.com)

Oct. 21-23 Ohio SAAC Open Track, Mid-Ohio, Massillon, OH

Oct 22 Fall Colour Tour and Chili Party, Lake, MI Contact John Guyer and Trish Judson at 621 Connie Dr., Lake, MI 48632 or call (989) 588-0424 or e-mail jgyer@ameritech.net

Nov. 26-27 Columbus Fall Swap, Ohio Expo Center, Columbus, OH

In the previous issue of Shelby Life, I wondered if this was the engineer that accused Jerry Titus of revving the engine too high at Mid-Ohio. Austin Craig wrote this interesting correction.



The picture of the '68 Mustang was taken at Daytona in February 1967 prior to the three hour Trans-Am race, Jerry Titus is conferring with Ronnie Butler long time Shelby American race mechanic, fabricator and crew chief on the 1968 Shelby Racing Company prepared Mustangs. The '68 car became the Terlingua Mustang, the famed #17 for the next Trans-American Sedan (as the series was called in 1967 before it was shortened to Trans-Am in 1968) race at Sebring, which Jerry won. Actually there were three Terlingua Racing Mustangs as the strain of the series wore out the unibodies. Each successive Mustang was also updated for improved roll stiffness. Titus could really drive Mustangs and I will always remember when he won the Mid-Ohio 1967 Trans-Am race, I congratulated him and told him he looked really cool driving the Terlingua car. He made a face, rolled his eyes and said; "Cool? The ambient temp outside is 85 degrees, inside this COOL Mustang you guys are so enamored with it is 120, add three hours of trying to stay ahead of David Pearson (who finished second in a Cougar) and it is anything but COOL!! " After learning this, I had even more admiration for the Number 1 Shelby American Team Driver!

Today, Ronnie owns a performance business in Culver City and has attended a number of the SAAC conventions, in 1976 he told me he could not believe the enthusiasm for the cars from Shelby American.

That is the car that became the famed #17 Terlingua Racing Team Mustang and 1967 Trans-Am Champion. That is Ronnie Butler talking to Jerry during practice. Standing with his back to the camera is Chuck Cantwell, GT350 Program Engineer as well as Trans-Am Engineer for Shelby American.

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