



30
YEARS
1975
2005

Shelby Life

Shelby American Automotive
Club – Motor City Region

Volume 31, Issue 1

January 2006

President's Corner *by Tom Greene, President SAAC-MCR*

THE YEAR 2005

It is time to do a look back on the year that was 2005. PEOPLE, the terrific, loving, caring and incredibly talented and capable car nuts that comprise the greatest club around, are the source of our successes, our events, and the terrific times we have together. You have volunteered, you have worked, you have sent Emails, you have planned, you have supported and you have provided the ambience that we all enjoy so much. In short, YOU – take a look in the mirror – YOU are the reason we have a family/club we all enjoy. Thank you

Some times we have events that have most of the members participating and sometimes we have events that are attended by a smaller subset of the members – in 2005 we had a club display at a vintage race and gave rides in a Ford GT for charity, we had a member get married, we had a chili cookoff, we had a journey to the autodrome. And while the Show 'n Go was a phenomenal event and I fondly hold this memory along with the January 05 holiday party, the smaller venues were very special too.

So as you can see, 2005 held many, MANY great memories resulting from our club affiliation, and those great memories offset experiences from my professional life that were not as great. Thank you for making the average go up, *way up*.

As this is a car club, and I have a very large number of photos from which to choose to include with this year-end article, I choose one that is purely automotive. Yes, this is a



The Fall Colour Tour, attend by a smaller subset of club members. L to R, Back Row: John Guyer, Tom Greene, Rich Tweedle and Craig Shefferly. Front Row: Trish Judson, Phyllis Greene, Sandy Tweedle and Bonnie Shefferly.

photo of motor carnage of epic proportion – it's the remains of the engine from the Shelby. I couldn't pass up the opportunity to share.

I want to thank each and every one of you for another great SAAC-MCR year. You done good.



The remains of Tom Greene's engine, from his 1966 Shelby GT350 Vintage Racecar. Tom blew the engine in July, the day before the Big Bore Enduro at GingerMan.

Inside this issue:

Harvest Happening	2
Membership Report	2
Tiger Repair	4
Keeping Your Cool	6
Barn Find	8
Tire Tuning Tips	9
Burnett Dominates in 2005	10
Apline Plaque	12
2005 SEMA Show	14
Measure Twice	15
Colour Tour	16
Financial Report	18
Meeting Minutes	19
Events Calendar	Last

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2005 Harvest Happening at Waterford Hills *by Darius Rudis*

I started the nice day with a drive to Waterford. Packed everything into the car the night before, so this morning should (and did) go smooth. Upon arrival, there were only a handful of cars already getting ready for the day's events. The track events were hurting financially, mostly due to the 100% increase in premium from K&K Insurance, and less than lustrous turnout. That prompted me to make sure we completely fill and sell out the last event of the year. I spread the word, send some mass emails, and advertised on a few websites. It seemed to pay off, as we had quite a few non-familiar faces. Even a few race cars wanted their last hurrah before the winter. All in all, 54 cars registered for the event, which is in contrast to the typical 35-45. There were Mustangs from 1965 thru 2005, in various stages of modifications.

Registration went extremely smooth, and many jumped in to help with the tech inspection, which also proceeded very quickly, and we were able to complete before the driver's meeting. We went over the typical rules/regulations, and then added a few comments to the



Rick Vander Heide was having a lot of fun performance driving his 1966 White with Blue Stripes, Mustang Shelby GT350. Here is "leading" the pack at the finish line straight away.

newcomers and race cars to "play nice". Everyone did. It is my understanding that we had the oldest driver (to my knowledge) ever registered for an event at age 75. He was driving a newer Corvette, and showed he hasn't lost it yet.

We waited for the Hart ambulance to show, and they called and said they were on their way. Later, come to find out, that Hart had no idea where their crew/ambulance were, other than not here! With some scrambling... we came up with another company Star Ambulance to show up and save the

day. In the mean time, Anne the track manager, worked with us and allowed us to run under full course yellow, and at least get us some track time familiarity.

I went out with my new "soup can" exhaust tips. Yeah, yeah, laugh now, but it worked! Basically, my thru-the-fender exhaust would never make Waterford's sound requirements of 75db, so I added some soup cans with a hole in the side, to 90-degree aim the exhaust down at the ground. Most of the day I was doing my typical 5th gear at ¼ throttle down the back

straight, but when playing with the Viper, I decided no better time to see what I peg on the o' db meter. Anne came back to tell me I was at 78db. Holy smokes! I was pleasantly surprised that I managed to get it under 85db, let alone anywhere near 75db. Maybe I won't be banned from the track after all. Some minor more stuffing and I'll pass. Whew.

Seemed like EVERYONE wanted to test the skills of the reflexes of the corner workers. Lets see, must have been 12 or so 4-offs

(Continued on page 3)



Membership Report *by Rich Tweedle*

SAAC-MCR Membership Status: We Have 133 members

New members include: **Don Mills, Matt & Barbra Passella and Chip & Anne Theisen**

Remember to renew your membership for 2006, a renewal form is included in this newsletter.

Harvest Happening *(Continued)*

(Continued from page 2)
that day. Typically maybe 1 or 2, but TWELVE??? Speaking of MY driving, might as well tuck the tail between the legs, and admit: "Yes, I did spin in the hairpin" and was one of the dirty dozen. But in my defense, I never really went off and stayed on the pavement. I had to turn around on the grass, and ok, so I went on the grass then, but technically... Oh wait, that's not what you are supposed to say, let me rephrase that "sorry Mr. Tower/Finish, won't happen again..." and back on the track. We had one Mustang that wanted a closer look at some waterfront property, and decided to do that on Swamp Curve. He was easily pulled out by hand. Seems like everyone is willing to help out at these events, and just makes attending them such a nice time. Will Webber bought gro-

ceries and cooked lunch for us, and was very much appreciated. Even people sharing tools/parts/knowledge around the paddock was in abundance. Time and time again, I get people complementing how well run and friendly the SAAC-MCR events are run.

Thanks to everyone. Another season comes to a close, but there is all winter to look thru those videos and photos, and make mods to your car... Then come back next year for another season of fun.

"Time and time again, I get people complementing how well run the SAAC-MCR events are run."



Father and son enjoying the Harvest Happening open track event. L to R: Ralph and John Provitz.



The Waterford Hills truck is carrying a bunch of drivers who volunteer to get some disabled car off the track.



The driver of the '02 Red Corvette is Chris Prowse (on the left) and his instructor, Gene Kotlinski (on the right).



Steve White in his 1966 Black with Gold Stripes Mustang Shelby GT350H making a turn at Waterford Hills Race Course.



Gerry Garascia sailing around the track in his 1997 White Saab 900.

Chronicle of a Tiger Repair *by John Logan, concurred by Doug Jennings*

Part One, from Disassembly to Dip

In 2004/05 my Tiger went through a major repair at my friend, Doug Jennings shop called "Tiger Auto Service" in Dayton, Ohio. He specializes in Sunbeam Tiger restoration. All the work I'm going to describe here was done by Doug with help from his son Doug Jr. and final painting by Steve Mitchell. With Doug's concurrence, I'm going to describe, step by step, what was required and how it was done. He wants it known that he considers this project a repair, not a restoration, since, at my direction, many parts and assemblies were just reinstalled rather than replaced or restored

Why Was This Necessary?

I've told this part of the story to many of you but I'll tell it again in case you missed it. It was Sunday May 30th 2004. I gassed up my Tiger and followed my son John Jr. while he was delivering his Aerostar to a prospective buyer. It was one of those beautiful spring days that open Sunbeams are made for. I had just upgraded the car with one of Ford's 340 HP crate engines, installed an Edelbrock manifold, a heavy-duty clutch and rebuilt the Holly 600 cfm carburetor. As I followed my son, I was thinking, "After a lot of adjustment and tuning, everything is now working right!"

The two of us were sitting at a light. I looked at my rear view mirror only to see a couple of giggly

18-year-old girls in a PT Cruiser, 20 feet behind me, traveling at about 30 MPH! The driver (?) failed to notice that we, plus several other cars were stopped. So, BAM, she ran into the back of the Tiger, slamming it into John's Aerostar. I crawled out of the car, stumbled around a bit and went up to her car to see if they were all right, or was it to ring her bloody neck. She opened the window and said, "I have new dark glasses and didn't see that you were stopped". The Tiger was seriously damaged in the front and back, I had a sore neck and the hatch of the Aerostar was damaged to the point that it needed repair before the potential customer would want to buy it.



Giggly Girls

After a few seconds a puddle of gasoline grew behind the Tiger! The fuel line was leaking! The fire department showed up and shut down two lanes of traffic. They of course had no knowledge of how the line is routed or where the tanks are located and the last thing they wanted was advice. After about an hour the flow of gasoline stopped, a wrecker towed the car off to some un-

known wrecking yard and because of Memorial Day I didn't see it for three days. That's why the car needed repair.



The Damage

the main rails were bent down between the front bumper and the engine mounts. The right main rail was bowed over the rear axle.

I became very discouraged. I restored the car in 1985 and continually updated it through the years. I decided I wasn't up to restoring it again and it was insured. I contacted Doug Jennings of Tiger Auto Service and he agreed to help me out. He started by negotiating the settlement with the Hagerty Insurance Agency at his shop. As you know, Michigan has "No Fault Insurance" so Hagerty paid me the stated value minus the scrap value. The girl that hit me got a ticket for \$65. This may not seem right but "No Fault Insurance" does save settlement time and lawyer costs. Doug agreed he could do a complete strip and repair of the car with the money available so he began.

The outside damage consisted of crumpled front fenders, hood, rear cross member, both bumpers and a buckled right rear quarter panel. Somehow the impact was below the trunk lid so the lid, the left door and quarter panel were undamaged. Inside, the radiator was pushed up against the fan, and

(Continued on page 5)

Tiger Repair *(Continued)*

(Continued from page 4)

The Repair Process

Disassembly

Doug likes to work with a body that is completely stripped of all paint so the first step is to remove all parts in preparation for dipping. If you are planning to do this yourself, it is important at this time that you reattach nuts and bolts or keep them with their counterparts and that assemblies be stored in a logical pattern. Take lots of pictures as the assemblies are removed and keep a log of the disassembly sequence so that you will know how you should reassemble it. As time passes so does memory of how things went together.

Doug examines the parts while they are removed and a list is made of required parts such as the damaged bumpers and body panels and parts like door seals and the dash pad that get destroyed during removal. Replacements are either ordered at this point or found from Tiger Auto's vast inventory of donor cars so that they will be available during reassembly. My powertrain and suspensions survived the impact so they didn't need to be repaired.

Dipping

Body Parts off To the Dip Tank

Dipping is a major cost and transportation can be a problem, especially if you don't have a facility near you. However, by removing the paint and rust from all the panels and seams, it vastly improves the ability to identify and repair rust and damage. A lot depends on how bad the car is and how much per hour removing rust and paint by hand is worth to you.



Rear of the Clean Body After Dipping

These pictures show how clean the metal is after dipping. It's at this point where the problem with rusty bodies will be evident. There is no rust in this body but there were several in Doug's shop with "lacy" panels or virtual floors, that required major structure and panel replacement.

As soon as the body components return from the dipper, they are thoroughly washed with a metal prep solution like Oxi-Solv to neutralize the dipping solution and stop surface rusting. Heavy sound deadening material that I had applied to the floor was not completely removed so it requires extra time to heat and scrape out.

The original lead joint fillers, used in bodies combine with the dipping solutions. If they are left on the body, paint bubbling will occur due to poor adhesion. To correct the problem, the lead is melted out and filler pieces are welded into the seam depressions.

Part Two of "Chronicle of a Tiger Repair" will continue in the next issue of Shelby Life.



Front of the Clean Body After Dipping



Keeping Your Cool in a Mod Motor SN-95 *by Steve White*

1996 was the first year that the Modular motor was installed in an SN-95 body. Even with all of Ford's talented development engineers and numerous development trips, they just did not get the cooling right for the first year release. Evidence of this, in addition to the actual poor cooling performance of the factory design, was that fact that Ford released a service kit primarily for the hotter climates.

The fact is however, that the same conditions targeted in the southwest for the service kit can be experienced in Michigan on our hotter summer days. My 1996 SVT Cobra, purchased in October 2003, did not live up to my expectations once it was subjected to the summer in 2004. I get paranoid when any of my cars get near 200°F. As you know, these cars don't have a temp gauge calibrated with numerical values. Instead they have the typical "L-NORMAL-H" scale, so you really don't know what you have, unless you hook up a scan tool through the OBDII port, or add a mechanical gauge. (By the way, I subsequently "calibrated" the NORMAL scale & found that "M" = 208°F and 220°F was the last mark of the NORMAL scale before it goes to "Hot")

Throughout the 2004 open track season, I consistently would have troubles in the last half of each afternoon session. It felt like the car was having fueling problems and falling on its face, so I chased that avenue down for most of the summer. Through access to the ECU calibration, via aftermarket tuner tools, I discovered that the low speed of the cooling fan did not kick in until 208°F and the high speed until

228°F! The other interesting point I found was that the calibration send the engine into "package protection" at 220°F and pulled out 20° of spark advance – even before it reached the temperature for the cooling fans high speed to come on (and still in the "NORMAL" range on the gauge)!! This was what was occurring in my situation. It was reaching those temperatures and pulling a ton of spark out.

I should also mention that my cooling system was in top shape and the coolant was good to 268°F at 15 psi. Since the stock cap is 16 psi, it was good for an even higher temperature. I recalibrated the ECU to lower the fan turn on (and off) temperatures by 20°F for both the low & high speeds. For reference, the stock thermostat starts to open between 188°F and 195°F, and is fully open by 212°F. This helped but not enough for my tastes.

I had seen an extreme temperature service kit from Ford listed on ebay earlier with a starting bid of \$1,300, so I knew I had a problem! Later, I went to the dealer and it listed for \$1,695 plus 4.2 hours of labor (at \$85/hr) plus shop supplies such as coolant and A/C refrigerant. Thus you're dealing with a tab of over \$2,000 from the dealer!! For your information, the kit consists of an improved radiator, a new A/C condenser that is spaced farther away from the radiator with more open space between the fins to allow more air flow through it, an improved fan cooling assembly, and miscellaneous parts and pieces. As evidence of the original design's weakness, the service kit ended up being the released combination for 1997 & later cars.

I called up the SVT Tech Line and asked them which of the pieces was the most critical for improvement for someone who couldn't afford the whole kit. I was told the radiator was the biggest improvement, but after additional thought he added the improved fan also. I asked, that since the service kit was the same as the 1997 and later package, if that would be the best way to go. I was also considering aftermarket racing radiators, but they cost \$400 to \$650 each, and didn't retain a stealthy stock appearance. The SVT Techie suggested that maybe a 2003-2004 Cobra would be a good OE choice, since it was designed to be ca-

pable for 390 HP. I double checked the fitment with questions about mounting points and hose diameters and locations. I was told it would all "bolt-in." (I already knew the driver's side upper mount would be different, as that was changed with the 1997 and up service kit package. That's one way to tell if your 1996 car has been updated or not)

Armed with this info, I embarked on an ebay search for a 2003/2204 Cobra radiator and cooling fan. I missed a couple of cooling fans, so I ultimately just picked up a new one from Murray's Auto for \$113 including tax, which I would have

(Continued on page 7)



Comparison of original 1996 Cobra radiator and fan assembly (top), vs. 2003 supercharged Cobra (bottom).

Keeping Your Cool *(Continued)*

(Continued from page 6)

done even if I went with an after-market radiator. I was lucky enough to pick up a used radiator in excellent condition on ebay for \$145 (including shipping), which had been removed after only 7,700 miles, no doubt due to adding an even stouter radiator for someone who pulled and squeezed 500 HP out of their supercharged Cobra!

Armed with these new parts, I embarked on what I thought would be a one hour swap, plus modifying the drivers side upper bracket. To say I was in for a surprise was an understatement! First off, it turns out the lower mounting brackets (spot welded to the radiator core support panel) are spaced out farther on the 2003 and up Cobra radiator than the 1996. I tried tweaking them, but there was just too much difference in width (28 1/4" vs. 26 3/4"). Since I wanted a bolt-in change and the ability to return to stock, if for some crazy reason I wanted to, I ended up taking my spot-weld cutter and removing the lower brackets. I then rewelded them into the needed wider positions. (For reference, the 1996 radiator core measured 14 1/2" tall by 24" wide and 1 1/8" thick, compared to 17 3/4" tall by 25 3/4" wide and 1 1/2" thick for the 2003 S/C Cobra radiator. The 2003 radiator also comes with a more desirable, to me, aluminum side tanks vs. plastic tanks on the original 1996 side tanks.)

Next, the bracket supporting the A/C receiver/dryer had to be bent back towards the engine, due to the 2003 Cobras' thicker radiator and larger and deeper cooling fan (more on that later). The passenger's side upper bracket had to

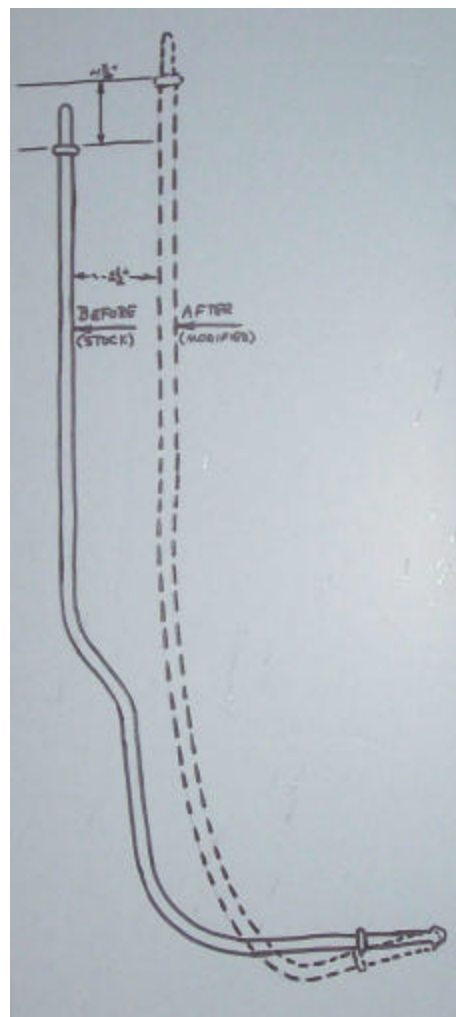
have 1 1/4" sectioned out of it due to the taller radiator. The driver's side had to be completely re-ramped, since it's mounting pin is located outside of the side tank. It has a 31" distance to the passenger pin vs. 28 1/4" and I still haven't finalized it yet. Additionally, to allow the radiator to be lowered enough in the car, the center mount for the coolant recovery tank support rod had to be removed and an adapter plate made that flipped the mount upside-down and moved it towards the engine approximately 2 1/2". The support rod itself was re-shaped, making it 1 7/16" taller and 2 1/2" shallower (see photo). After several partial days of modifying and repainting, it was finally installed!

Regarding the cooling fan designs, the 1996 fan has a built in shroud, which you would think would help direct air through the fan. However, on the later fans, they eliminated the shroud and just have the mounting support bracketry molded in. Evidently the shroud must have actually restricted air-flow through the total radiator. The new fan is almost 2" larger in diameter (17 1/4" vs. 15 1/2") compared to the original fan. See the pictures for a clear comparison of the different designs.

While there was a noticeable improvement, I still was not quite satisfied. I switched to an 180°F Robert Shaw (now Prestone) thermostat purchased at Murray's. However, it actually ran hotter with this new thermostat installed! I noticed and measured the orifice diameter of the new lower temperature thermostat and it was about 0.020" smaller than the 1950 F stock thermostat. I went to



Original lower mount for coolant reservoir tank support rod (sorry, modified position picture was "lost").



Profile of original 1996 Cobra reservoir tank support rod vs. modified shape.

(Continued on page 18)

Shelby Mustang Barn Find *by Ed Hanson*



Ed Hanson's barn find. This is what the car looked like at Randy Burns' house, another SAAC-MCR member, after they washed it six times. Not bad for a barn find!

My Green 67 Mustang was at the Ford Exhibition in Birmingham for the Woodward Cruise weekend. Pat Cassiday, who painted the car, asked if he could take pictures of the Green car on Friday. While he was taking pictures, I asked if he knew anybody that had any kind of a Shelby for sale, he said he did not know anyone, but then later that day he thought one of his old friends, who was a vintage motorcycle guy had one. A long time ago he thought there was one in the back of his Barn and Motorcycle Shop. He said it was under some kind of cover, or tarp, but did not know what color or year, or if it even was still there. I asked if he could investigate and get back to me.

I thought he forgot about it,

but, Pat called about three weeks later and told me that he talked to the owner and the car was potentially for sale, but, he was reluctant to discuss pricing, Pat could not tell me much more. No idea of year or color or price, or anything.

He did find out the car had recently been moved to a repair shop, It was in need of many things, but most of all a heater core, I suspect vital fluids had spewed out on the Barn floor at some time in the past.

I found out where the car was and went to the repair shop, actually an old gas station, I found it thanks to Map Quest, and there was the car. It had been sitting outside, unlocked, for quite sometime waiting for repair; it looked like it had not been driven in a very long

time, what a mess.

It was a 69 GT 350 fast-back, four speed, numbers matching car. It needed quite a bit of work, but it was a great car with no rust. The color is very unique, Jade Silver. The old owner had bought it in Sterling Heights in 1980

Well, that was it! As that guy on Speedvision says "Do you need this car?"

Ed's Mustang Shelby GT350 engine compartment looks fantastic for a barn find.

Hmm, "Do you want this car?" Absolutely!!!! So I finally spoke to the owner, who made sure I was not a Dealer, made an offer and came back a week later to the Barn, I then took the Shelby home where it will reside while I look for parts over the winter and get ready for next season.

I ordered a Marti Report last week; it will be interesting to see what it reveals.



More Tire Tuning Tips *by Steve White with aid from Paul Haney*

After my most recent tire tuning adventure at Waterford Hills in the last SAAC-MCR Open Track event of the year, & sharing my experiences with Paul Haney, author of the "The Racing & High-Performance Tire", he provided me with a special 8 page PowerPoint summary of some important tire details. Below is a condensed version of Paul's info, as many of the points have been identified previously:

Inflation Pressure Details:

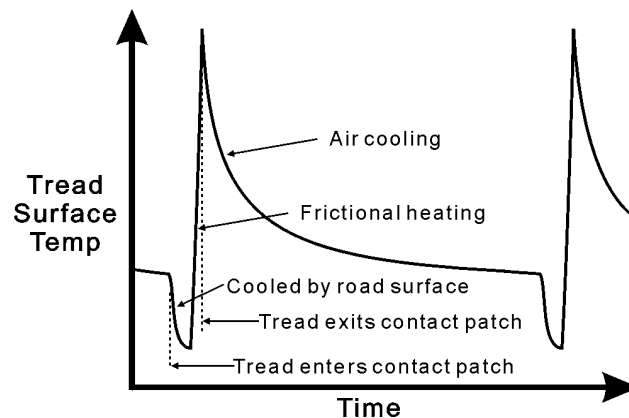
- Radials demand careful temperature and cold/hot pressure monitoring, hot pressure is what matters
- Moisture in inflation gas extremely critical, multiple-cycle dry nitrogen purging is the best solution, desiccant systems work fine
- Pressure information hand-in-glove with temperature info
- Tread wear should NOT reach the outside edge of the tread
- Low pressure can cause construction failure even after pressure is increased
- Start high and bleed down
- Straight-line acceleration and braking heats tires and brakes for starts/restarts, swerving is unnecessary for heating, might help cleaning the tread surface

Temperature Effects & Adjustments:

- DOT steel-belt radials usually higher temp in center, does not respond to pressure changes
- Consider air cooling effect, inside of tread can be hotter on a fendered car
- Center hot, pressure too high, 1 psi less per 5 degrees too hot
- Edges hot, pressure too low, 1 psi more per 5 degree too hot
- Inner edge way too hot, too much negative camber
- Outer edge hot, too much toe-in or needs more negative camber
- Front tires hotter than rears, understeer
- Rear tires hotter than fronts, oversteer

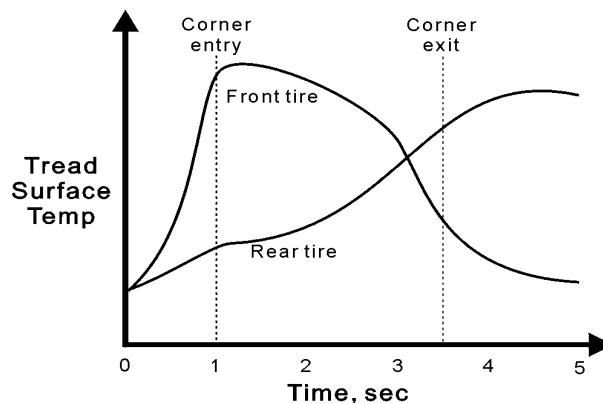
Tread Surface Temperatures:

- Tread surface heated by sliding late in contact patch
- Tire structure heated by hysteresis in ply rubber



Temperatures During Cooling:

- These curves are speculation on tire tread temperature during cornering
- Difficult to get good data
- Could show balance problems



Burnett Dominates in 2005 *by John Moore*

One point short... What would you do if you won seven races and still finished second in a season long points battle due to a rule interpretation regarding points? Robin Burnett sold his race car.

Not that there was anything wrong with his 2003 Mustang Cobra. To the contrary, he used it to finish on the podium at the 2003 SCCA Run-offs in American Sedan and then he took seven of the fourteen races in the 2004 American Iron Pro Racing Series. Dario Orlando, Robin's major sponsor and owner of Steeda Autosports, convinced Robin to return to the same series in 2005 and take no prisoners.



He did so in a new 2005 Steeda Q Mustang. Since the introduction of the restyled Mustang for the 2005 model year, Robin wanted to be in the latest car and Steeda was certainly the leader in performance when it came to the 2005 Mustang. Combine the two and you end up with the winningest new body style Mustang on the planet in just six short months.

Robin debuted the Steeda at Mid-Ohio in April but instead of a hot battle on the track, he fought Mother Nature and five inches of snow. Races on Saturday were cancelled as a result and on Sunday, the sun came out and Robin slogged his way to his first win of the season. The win was more due to Rob's experience racing in wet conditions, as none of the competitors would be able to get up to speed.



The real test would be the second race weekend at Putnam Park in Indiana. Despite a lingering bit of understeer (it was, after all, the first time out on dry Toyo race tires), Robin once again sat on the pole and won both races of the Putnam Park weekend. It came as no surprise that Robin won the next two races at BeaveRun Motorsports Park from the pole after his early success.

Five wins in five starts and the series point lead. To keep the momentum, continuous improvement is needed or your other competitors will step up and show you their tail lights. Enter Dean Smeltzer. After a decent showing at Putnam Park and BeaveRun, Dean showed Robin and the rest of the field his taillights as he obliterated the field at Gingerman sweeping both races from the pole. Robin finished back in the pack in the first race of the weekend due to a broken suspension arm but the Steeda crew repaired the car overnight and he managed a second place finish on Day 2 at Gingerman.

Determined to fight back and regain his place on top, Robin and his team worked hard on the Steeda Mustang before the next race at Waterford Hills Raceway in Clarkston, Michigan. The engine was breathed on, exhaust re-tuned and the boys from Steeda were called on once again for all the latest and greatest go-fast parts. On to Waterford...



Practice at Waterford with the new and improved Mustang proved that all of their efforts paid off, as Robin was more than a second per lap faster than his American Iron competition. The suspension was now dialed in and qualifying proved this out as Robin, while out for a calm, leisurely ride, succeeded to set on the pole by over a second and establish a new track record. There was no joy in the Steeda camp, however, as a blown head gasket on the last lap of qualifying shut Robin down before he even had a chance at win number six.

(Continued on page 11)

Burnett *(Continued)*

(Continued from page 10)

As luck would have it, the team is based in the Detroit area and after many hours on Saturday evening searching for parts, the crew returned to base camp to work on repairs in hopes to return on Sunday morning. With the help of Bob Reid, President of Car Guy Motorsports, the Steeda crew started the '05 Stang just after 1:00 am on Sunday morning and began packing for the trip back to Waterford.

Imagine the surprise as the bright red monster rolled back onto false grid on Sunday morning after everyone wrote Robin off with an engine failure. Not sure if everything was back to normal, Robin took it easy for the first session and then came in for a quick check over the repairs. With a clean bill of health, Robin proceeded to run the same record pace in Day 2 Qualifying as the day before and once again, he grabbed the American Iron pole.



Leading every lap on his way to the victory was the turning point for Robin and his team. With one exception (transmission failure at BeaverRun), Robin went on to lead every lap, set every track record and win every race from that moment on. Robin and his Steeda Mustang finished off the 2005 American Iron season with 11 wins, 12 pole positions and three new track records in 14 races. Eleven wins in his '05 Mustang sets a record for the most road racing wins by a new body style Mustang and he will keep that record alive as he races into the 2006 season stronger than ever.



Ding-Proof Your Pony for Winter *By Steve White*

Since the ugly weather season is now upon us, the good cars are now all put away in the garage for the winter. However, other driving members of the family also want to put their daily driver 4-door sedan in the garage so as to always be able to hop in a warm car & without having to scrape windshields or brush off snow. This drastically increases the possibility that when springtime comes & the car cover comes off the pony, the side of it facing the dreaded daily driver will look like horizontal hail pelted the side of it.

One cheap way to prevent or at least minimize this is to create your own door bumper. I created mine with hardware already around the house, so it didn't cost me anything at the time, & less than 10 minutes to install. I started with new rope used in a curtain rod that was left over from some house project. I tied one end around the windshield wiper, & then loaded on to the rope three lengths of three foot long pipe foam insulation. I then let the rope laden with insulation droop down across the side of the car in a somewhat natural loop that would be in the door-ding target area, & lastly wrapped a cloth diaper around the rear spoiler pedestal to protect the paint & tied the other end of the rope around the pedestal.



I now feel more comfortable, & will not stressed out every time I hear the garage door open & the family car pull in. Of course, nothing is 100% foolproof ...

Don't forget to renew your 2006 SAAC-MCR Membership. *Complete the membership renewal form inserted in the newsletter and send payment to:*

SAAC-MCR
35334 Griswald
Clinton Two., MI, 48035-2619
Attn: Rich Tweedle

Alpine Plaque Makes Trip from England to U.S. and Back

Text by Randy Betki , images by John Logan and Randy Betki

It all started as a nice simple evening dinner meeting. A meeting of people whom some knew, and others did not. Kathy and I knew Tom and Charlie, Charlie knew Jim and Steve. As usual, Tom knew everybody, including the owner of the pub where we were to have dinner. Arrangements were made before we arrived at the bed and breakfast we were all staying at to have a van take us and deliver us from evil, I mean the Gribble, the pub where we were all going to have a nice relaxing evening of food and drink.

We all arrived at the Bruford's B&B about an hour or so before our scheduled departure to dinner. Quick introductions were made before we boarded the van. A nice drive through the countryside put us in front of our destination, The Gribble Inn. A quaint English pub as one from the USA would surmise from history lessons, and stories of long ago. Old wooden beams, uneven wood floors, an old fashion bar, from which a very nice bar maiden served drinks like The Plucking Pheasant, The Fursty Ferret, The Pig's Ear...but I am getting ahead of myself. Leading into the main entrance is an outside seating area surrounded by a historic brick wall covered in ivy. In one section of the wall were auto club plaques. One stated the MG owners club met here the first Wednesday of the month. Another plaque stated the Morgan owners met here on the fourth Thursday of the month.. The last plaque on the wall was just a simple but neat looking white sign with blue letters that said "Sunbeam Alpine Owners Club". Also in blue was the outline of an Alpine. Knowing the owner of a white Sunbeam with

blue racing stripes, I was really impressed with the sign, and may have said something about wanting to know where it came from, as I would like to get one.

Steve whom I had just met about an hour and a half ago, said to me, "Be careful what you wish for." I gave him a quizzical look, and asked what he mean by it.

He just restated what he had just quoted. Interesting, very interesting.....

Inside the place was packed! Seems the owner of the pub was quite a car guy and the Goodwood Revival was a car lover's weekend. Not going to be a problem as Tom, Charlie, Jim and Steve got to know the owner pretty well from previous trips. They were such good friends that Tom was sure we would have no problem getting a table. They brought him a shirt that they had made for the event. Unfortunately, they knew him more than he knew them. For it was soon learned that he sold the place a few months earlier. Our fearless foursome was in disbelief. It took a round of drinks before the new owner got us a table.

Once at our table the Goodwood gang members started swapping stories, which eventually led to Tom asking me if I had my photo album which usually goes with me to events like this. Out came the



This is the original plaque taken from The Gribble Inn, located near Goodwood, England.

album. After a few pages Jim came across the picture of Mrs. Kathleen P. Betki's white Sunbeam Alpine with blue racing stripes. Jim asked if we owned the car, to which I replied "yes, which is why I was so interested in the sign outside". More photos, more stories, more rounds of drinks, a fabulous dinner.... when the new owner arrives at our table. First impression is that he is not the car guy the previous owner was. So the shirt stayed in the bag. Much like some of the customers after a few Plucking Pheasants.

Since the new owner was not as friendly as the old one, and the morning for the first days events at Goodwood were going to come all too soon, we decided to ring for our taxi van back to the B&B. A few minutes went by standing around taking a last

look around inside before stepping out to await our driver's arrival. The owner gave us an invitation to return on Sunday for their Trivial Pursuit dinner. Something the gang had been looking forward too before they left the States. We agreed to return, even though we were not getting a good feeling about him being a car guy.

A safe trip through the dark English country side and we were back at our B&B. As we started off to our room, Jim stopped me and asked, "What did you bring for trade bait?" I looked at him, then at Tom, and said, "Tom did not tell us we needed trade bait, he just told us to come and see the event. If I need to, I did bring Kathy, why do you ask?". Jim opens his fly fishing vest and pulls out the Sunbeam Alpine

(Continued on page 13)

Alpine Plaque Makes Trip from England to U.S. and Back *(Continued)*

(Continued from page 12)

Owners Club sign from the wall of The Gribble Pub brick wall! The whole group came to an immediate halt. We all looked at Jim and the sign and could not believe what we were seeing. Then Steve spoke up and said, "I told you to be careful of what you wish for!" as Jim handed me the sign. Holy Midnight Auto Supply Batman! This was something I truly had not expected, nor any one else from the looks on their faces.

Seems Jim is a master at acquiring rare and unusual mementos from places of interest. Rumor has it there are Goodwood triangular cautionary signs that are posted around the race course that found their way over to the States.

If you like racing, you have to attend The Goodwood Revival. High performance race cars from all classes and eras, classic motorcycles, friendly people dressed in period clothing, and flybys from WWII war birds, like stepping back into history. It was over all too soon.

But the weekend was not going to be over until we had Sunday dinner back at The Gribble while engaging in their Trivial Pursuit contest. Now what are the chances that a bunch of "Yanks" are going to be able to partake in a Brit's version of Trivial Pursuit?

Surprisingly, the owner put a few questions in just for us Yanks. He even made sure he had some items on his bill of lading that would appeal to our pallets. Before the night was over he opened up to us that he is a MG owner and is indeed a car guy. Just didn't have time to spend with us

because of the crowd. He did make a personal effort and reached into his amazing stock and provided each of us a Fursty Ferret glass made specifically for The Gribble as souvenirs. Guess he isn't a bad guy after all...

The rest of our trip was quite enjoyable, and we were able to safely pack the Sunbeam sign in our luggage and get it back to The States without damage.

Upon our return I received an email from Steve. Basically stating his brother Jim is an adult and a big boy that he has no control over. But Steve felt bad about how the Sunbeam sign was acquired and would I be willing to give it to him so he could have it copied and send it back to the wall from whence it came. Being one not to condone practices of the Midnight Auto Supply, I told him I had connections and would try to get it reproduced.

A call to one of my favorite industry suppliers, and a recanting of the sign's journeys, had him holding onto his sides. I informed him that Steve's thought was to have someone over in France send it back to The Gribble. That way if the owner was upset, he would be upset with France, not the USA. My supplier friend was having quite a chuckle and soon we were in the business of reproducing one very famous English Pub wall



This is a replica of the plaque attached to a door in John Logan's house. A plaque just like this was sent to the England to be placed on the old brick wall of The Gribble Inn.

sign. When he picked the sign up, I asked him if I could extend the favor. Would he make one additional copy?

A few days flew by when I received a phone call that the signs were ready and a delivery guy was on his way. The signs are exact reproductions, colors, size, and shape. They are perfect.

A few days later Kathy and I were on our way up North.. We made a stop at Steve's business and delivered the second sign fresh off the press. Seems that a nurse in the hospital next to Steve's has parents who live in the same town as The Gribble. So instead of confusing the owner with the French, we are going to puzzle him with his own post office!

A couple of weeks later was our Shelby Club meeting. One of our member's who is a wealth of knowledge, always interested in other member's projects, just an all around nice guy, and used to own an Alpine, is who I was hoping to surprise with this little memento. Fortunately he was in attendance. After a short recanting of the story of how the sign came into The States, I was honored to present the first original reproduction of the Sunbeam Owner's Club sign obtained from The Gribble's old English brick wall to Mr. John Logan. From the look on John's face, I think I succeeded in surprising him. Happy motoring Mr. Logan!

Special thanks to Tom Greene, Charlie Safley, Steve, and Jim Williams. Without their efforts the sign would still be in merry ol' England.

Horsepower in a Heartbeat, SAAC-MCR Member Visits SEMA 2005

Text by Jim Binder, Images by Mario Calandrino

Las Vegas, a city known for gambling, entertainment and questionable behavior is also known as a host for major trade shows from every industry imaginable. The largest of the shows is SEMA (*Specialty Equipment Market Association*) where its members showcase their latest offerings of aftermarket performance parts and custom automobile accessories.

Following a 4-1/2 hour flight from Detroit, a quick detour to the strip and a few hours of sleep Jim Binder and associates began a 2-day SEMA adventure into the realm of speed equipment, exotic cars and beautiful women.

The adventure began with an overview of the Las Vegas Convention Center to determine the most effective way to utilize our compressed 2-day viewing schedule. With so much to see and so little time we began roaming the acres of well groomed isles populated with familiar names like Roush, Edelbrock, Holley, McCloud, NOS and Cosworth. Over 100,000 enthusiasts looking for the latest and greatest parts for their favorite rides accompanied us while we reviewed the equipment. The prominent displays were presentations from GM, Ford and Chrysler, where significant examples of both current as well as vintage offerings could be viewed without barriers allowing close scrutiny of these valuable automobiles. We of course gravitated toward the Ford display, which dominated an entire side wall of the main building. The display included the Ford GTX1 roadster (topless, after all it is Las Vegas) and a hand built copper paneled convertible from the Kirkham brothers called the 40 GT. The Shelby name appeared on several displays selling everything from custom wheels to car care products. Additionally, continuation GT350 and GT500 Mustangs built under Shelby license by Unique from 1960 donor cars as well as 2006 Mustang GT's with Shelby upgrades could be viewed for later purchase. The Shelby Children's Heart charity was also present selling raffle tickets for CSX1001, an AC aluminum bodied Cobra titled to Carroll (see photo).

The display drawing the most attention and the largest crowds was Ford's static drag racing simulator, where the driver of a fully functional Mustang GT could challenge the clock while the vehicle was put through its paces on a chassis dynamometer (see photo). The top 5 drivers names and scores were posted on an electronic display board and updated hourly.

For anyone with an interest in automotive high performance or custom upgrades this is definitely the event to attend, *where horsepower is only a heartbeat away.*



Ford GT goes topless..... unlike at the Detroit International Auto Show, at SEMA you get up close to the product, close enough to touch; just don't get in.

CSX1001 w/ Engine #543..... this is a current AC manufactured aluminum bodied Cobra titled to Carrol Shelby and being auctioned off in January 2006. The proceeds going to the Shelby Children's Heart fund. The young lady standing in front of the car is an option, an expensive one.....



Probably the most frequently visited display was Ford's drag racing simulator. Jennifer, the young lady explaining the available upgrades did wonders for Ford Racing's image.

Measure Twice, Shim Once *by Mike Nyberg*

I needed to remove and reinstall a Tremec 3550 5-speed transmission after blowing a clutch disc, due to a missed down shift at a Waterford Hills open track event. A couple of months prior to this event there was a discussion at a SAAC-MCR monthly meeting, about how important it was to align the bell housing before installing a transmission. Normally I would have installed the new clutch assembly and reinstalled the trans without measuring anything.

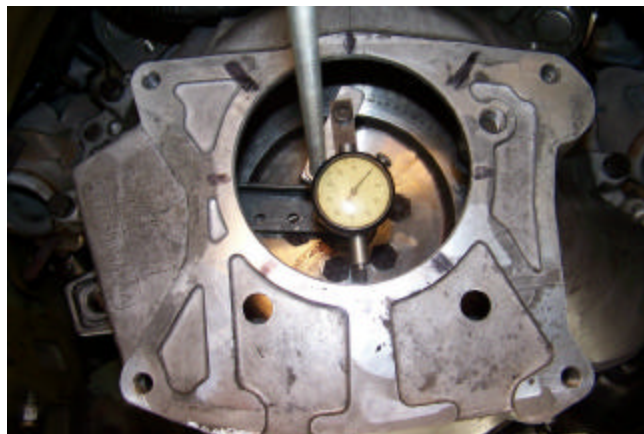
I had had problems down shifting at open track events and thought I should check the bell housing alignment to make sure it didn't contribute to the problem. I obtained some measuring equipment from club member Bob Grant. I needed to measure the flywheel clutch surface run out, bell housing face perpendicularity to the crank centerline and bell housing pilot diameter concentricity to the crank centerline. The trick to making these measurements is developing stable mounting systems for the measuring device (dial indicator). I had to fabricate some of the mounting components to avoid buying expensive special purpose equipment.

I marked measuring locations on the flywheel and bell housing where the measurements would be taken and rotated the flywheel by using a 15/16" socket on the balancer nut attached to a 14" bar. I could rotate the flywheel about a quarter of a turn before I needed to reposition the socket and bar. I rotated the flywheel enough to position the dial indicator on the marks I had made and recorded the reading. After recording all the readings from one complete rotation of the flywheel, I did another rotation and recorded the readings again to make sure the measure system was repeatable.



**Measuring
runout of
the
flywheel**

**Measuring
perpendicularity
of the
mounting
surface to
the
centerline of
the crank**



Measuring concentricity of the bellhousing bore to the centerline of the crank

Club member, John Yarema determined I needed a 0.020" shim at the top of the bell housing, based on the face run out readings and the geometry of the bell housing. He fabricated a 0.020" shim and I installed it at the top of the bell housing before measuring the face and bore run outs. The shim made the bell housing face and bore measurements fall within specification. Now I was ready to reinstall the transmission.

I measured the wear pattern on the pilot bearing end of the transmission input shaft. There was a 0.002 deep groove where the pilot bearing rides. This may have been caused by the transmission being mounted on an angle. Club member, John Logan suggested I replace the input shaft to avoid any problems that might be caused by the wear groove. I was able to purchase a new take off input shaft and bearing on e-Bay for one third of the cost from a parts supply house. I needed to measure the endplay of the input shaft to determine what thickness shims I needed to install next to the input shaft bearing. Luckily I was able to install the original shims to get the desired endplay. Removal and installation of the transmission was made easier with a trans jack I borrowed from club member, Steve White.

I am glad that the discussion of how important it is to measure these characteristics occurred at a club meeting I attended and thankful several club members helped me with the project.



**Measuring
the
transmission
input
shaft end
play**

Colour Tour and Big Norway Lake Autodromo

by Rich Tweedle

On the 22nd of October, Sandy and I met up with Bonnie and Craig Shefferly and Phyllis and Tom Greene to "convoy" up to Lake, Michigan and the home of loooooong time members John Guyer and his wife Trish Judson, which is situated on the shores of Big Norway Lake.

The drive up was interesting, especially since the unseasonably warm weather had delayed the natural color change. Along US-10 through the counties of Bay, Midland and Isabella the trees were in full array.

We arrived in Clare, did a little window shopping, hat buying and utensil buying for those of us who left home without. We then went and procured our motel rooms at the local Holiday Inn Express. A little rest, relaxation and cleanup and then off to the Chili Party. More of nature's color magic as we traveled paved and unpaved roads. Arrival at John and Trish's was met with neighbors carrying food containers to this huge building, which turned out to be John's Autodromo. If John wants to, he

could easily park six vehicles and still have room to walk around them.

The Chili Party was held in the upstairs portion of the building. The upper floor consists of a large great room, a, at the moment, storage room, and a soon to be spare bedroom which has a closet stuffed with John's SAAC T-shirt collection, starting with SAAC-1. All the rooms have hand-laid (John's hands) wood floors, beautifully finished.

Besides the six of us and our host and hostess, were Ron and Joan Mack (Western Mich. SAAC Members and long-time friends of the club) and 18 or so of John's neighbors, making for a lively event. We set up the requisite racing DVD's on the TV for all to enjoy and also let the neighbors know just what kind of people moved into their quiet neighborhood. Eleven chillies were presented along with a table of appetizers and another of desserts. After a bit of introductions and mingling and good conversation

(Continued on page 17)



The SAAC-MCR greeter at the Autodromo on Big Norway Lake in Lake, MI.



The upstairs portion of the Autodromo is where the Chili Party took place.



Craig Shefferly doing what he does best.



The important part of the Autodromo, where six vehicles can be stored.

Colour Tour *(Continued)*

(Continued from page 16)

we proceeded to the reason for being there. The competition is purely a side show. The real action is in the tasting of all the chilies. With eleven to compare, the trips to the crockpots were numerous. Afterward other trips would be numerous.

After almost everyone had finished eating, ballots were collected and stored in a well-used but secure cardboard box and a guard posted. Upon finishing a vote count a winner was declared and it was one of John and Trish's neighbors, Sheyla Young, who said that her recipe came from the internet.

We then adjourned to lake side where we boarded two pontoon boats for an evening cruise around the lake. John was our tour guide, pointing out (in)famous locales and the possibility of a train engine laying under the water from the lumber days of yore. We started out in daylight and ended in darkness, even before Daylight Saving time ended.

Those neighbors had one more surprise for us as we were invited to a campfire (John referred to this as "burning trees") which put a warm cap on the evening. It's always nice to sit around a campfire and just soak in the camaraderie. John has NICE neighbors and they're lucky to get him and Trish to live near.

Back at the motel didn't mean the end of the day. The six of us met at the pool and soaked in the hot tub and a couple of us also used the pool. A perfect end to a perfect day.

The Winning Chili Recipe

Ingredients:

2 (29 ounce) cans tomato sauce
2 (28 ounce) cans peeled and diced tomatoes
2 cups diced onion
1 tablespoon Italian seasoning
1 pound bacon, diced
2 pounds spicy sausage
3 pounds lean ground beef
1 (32 ounce) bottle hickory smoke barbeque sauce
1/2 cup chili powder
4 (15.25 ounce) cans kidney beans, undrained
2 (1 ounce) squares unsweetened chocolate, chopped

Directions:

1. In a large pot or Dutch oven over medium heat, combine tomato sauce, tomatoes, onion and Italian seasoning.
2. In a large skillet over medium heat, cook bacon until slightly crisp. Drain and stir into the pot.
3. In the same skillet over medium heat, cook sausage until brown. Drain and stir into the pot.
4. In the same skillet over medium heat, cook the beef until brown. Drain and stir into the pot.
5. Stir the barbeque sauce and chili powder into the pot; taste and adjust seasonings. Stir in the kidney beans and chocolate and simmer until flavors are well blended. Serve.



L to R: Sandy Tweedle, Tom Greene, Bonnie Shefferly and host, John Guyer. In the background are the hostess, Trish Judson and Phyllis Greene.



L to R: Captain John Guyer, Bonnie & Craig Shefferly and Phyllis Greene



One of two pontoon boats used for the cruise.

SAAC-MCR Abridged Financial Report

by Craig Shefferly

Item Description	Sep.	Oct.	Nov.
Beginning Balance			
Checkbook	4,901.67	3,949.59	5,960.32
Cash on Hand	45.00	45.00	45.00
Paypal			
Total Beginning Balance	4,946.67	3,994.59	6,005.32
Income			
Annual Memberships	30.00	45.00	30.00
Waterford Events	1,480.00	1,200.00	
Hat Pins			10.00
Paypal	3,825.17	2,758.11	
Show 30			
Dream Cruise	45.00		
Golf Shirts			
Meeting			
Total Income	5,380.17	4,003.11	40.00
Expenses			
Hot Line Phone	24.16	24.16	24.16
Office Supplies			
Program Expenses	200.50	160.00	184.04
Member Reimbursements	204.59	633.22	92.34
Open Track- Waterford Hills	3,200.00		
Show 30 trophies			
Golf Shirts			
EMS Ambulance Service		1,175.00	
K&K Insurance	2,259.00		
Fall Picnic	444.00		
Total Expenses	6,332.25	1,992.38	300.54
Income Over/(Under) Expenses	-952.08	2,010.73	-260.54
Ending Balance	3,994.59	6,005.32	5,744.78

Keeping Your Cool in a Mod Motor SN-95 *(Continued)*

(Continued from page 7)

NAPA and found another 180°F thermostat that had essentially the same orifice diameter as the stock one and included a constant bleed valve. This seemed to make a positive improvement.

While still paranoid, especially in stop and go traffic with A/C on, it runs on the low side of normal now. However even with all this improvement, the temperature is still critical for absolute performance. As an example, when I'm out doing my late night "street dyno" runs (2,000-6,000 WOT 2nd gear times and data logs) to dial in the ECU calibration

changes I've been making mainly spark advance and WOT A/F changes. I noticed a significant increase in my baseline retest times, simply because the original baseline was performed at 184°F and the re-baseline, after three calibration change runs, was 204°F. There was a consistent 0.7 second increase in times due to the heat! Now you know why I'm so anal on coolant temperatures!

I made one last fan calibration change to have the low speed come on at 184°F and the high speed at 194°F. That made another improvement, so now I've called it quits. I still watch the

temperature when making multiple calibration runs in a row, but I also know that I will never experience the massive spark retard I had before.

Am I glad I did it? Now that it's done, yes. But during the whole process, I was cussing, as it should have never been this involved. Would I do it again knowing what I know now? I likely would have paid two to four times more for an aftermarket radiator, made to fit with the stock 1996 brackets, but used the 1997 and later fan, even though it would still have required some tweaking due to the thicker aftermarket core and

later fans increased thickness. The route I took did save a considerable amount of money, but took more time than I ever envisioned. I was also able to do it with all Ford parts. I'm glad its over & done with! I can enjoy driving the car more now rather than panicking about the temperatures.



SAAC-MCR Abridged Meeting Minutes *by Kurt Fredrickson*

October 6 MEETING MINUTES

Meeting was called to order at 7:58 by Tom Greene. **New faces** were

John Moore wife Elaine and Ashly Garzaniti.

Competition Dir: Darius Rudis changed the Labor Day Classic track date to October 9.

Financial Dir: Craig Shefferly indicated we have around \$6,000.00 cash on hand.

Editor's Report: Mike Nyberg reviewed the status of the next newsletter

National News: Jeff Burgy talked about the high prices that Cobra's and Shelby's are selling for.

Show Dir: Gary Roys indicated there is no show planning until next year.

Membership Dir: Rich Tweedle said we have 132 paid members.

Advertising Dir: Mike Riemenschneider next up is the Winter SwapMeet

This&That: John Logan is writing an article for the tiger club about 302 engine interchangeable of parts. He asked club members when Ford changed engine parts to determine what will work in an engine swap.

John Yarema bought a '65 Shelby GT350 clone, Jerry Helfman bought a Ford 500 and Phil Jacobs sold his '68 Shelby team vintage T/A car.

November 3 MEETING MINUTES

Meeting was called to order at 8:00 by Tom Greene. **New face** was

Rodney Beckwith IV

Competition Dir: Darius Rudis indicated we had 53 cars for our last track event.

Financial Dir: Craig Shefferly indicated we have around \$6,000.00 cash on hand.

Editor's Report: Mike Nyberg reviewed the status of the next newsletter.

National News: Jeff Burgy talked about Shelby American having their next event in Las Vegas, early next year.

Membership Dir: Rich Tweedle indicated we have 132 paid members.

Advertising Dir: Mike Riemenschneider is organizing our advertising contact lists for all of our club events.

This&That: The Shelby Clubs Winter Swap Meet will be February 19 at Gorno Ford in Woodhaven. The Shelby Clubs Holiday Party will be held on January 21, 2006. All current Shelby Club officers were re-elected for 2006. Ed Hanson had a "barn find" a 1969 Silver Shelby GT350.

December 1 MEETING MINUTES

Meeting was called to order at 8:06 by Tom Greene. **New faces** were

Jasmine, Randy Haward's Daughter

Competition Dir: Darius Rudis Waiting till Waterford Hills sets dates

Financial Dir: Craig Shefferly indicated we have around \$5,700.00 cash on hand.

Editor's Report: Mike Nyberg reviewed the status of the next newsletter.

Membership Dir: Rich Tweedle said we have 132 paid members.

Advertising Dir: Mike Riemenschneider indicated the Winter Swap Meet and Show&GO are advertised in the SAAC National Magazine.

This&That: Tec. Question why are the new 3 valve Ford V-8 spark plugs electrode U shaped. Answer Cost savings, the electrode is now stamped and not welded on. Randy Betki has set up the clubs holiday party at the Henry Ford Estate for January 21 starts at 6:00 pm with over one hour tour and then dinner total four hours at the estate. Craig Shefferly is going to order club jackets. Contact him if you want one. Gary Roys offered to sell a new 347 engine he is building for the cost of parts only.

Remember to renew your SAAC-MCR membership for 2006

Complete the Membership Renewal Form included in this newsletter and send it with payment to:

SAAC-MCR
35334 Griswald
Clinton Twp., MI 48035-2619

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
Technical Editor: John Logan

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

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Mailing Address Line 3



"Full Boost",
dressed in
period cos-
tume, at the
Festival of
Speed, in
Goodwood,
England,

2006 Events Calendar

Jan 7-8 Toledo Swap Meet,
Lucas County Rec. Center, OH

Jan 14-15 Motor City Swap
Meet, MI State Fairgrounds, De-
troit MI

Jan 14-22 Detroit North
American International Auto
Show, Cobo Hall, Detroit, MI

Jan 21 SAAC-MCR Holiday
Party, Edsel Ford Estate, Grosse
Point, MI
(kbetki115888@comcast.net)

Feb 4-5 Kalamazoo Swap Meet,
Fairgrounds, Kalamazoo, MI

Feb 19 SAAC-MCR Swap Meet,
Gorno Ford, Trenton, MI (www.saac-mcr.com)

Feb 24-26 SAAC Does Las Ve-
gas 10, Las Vegas, NV

Feb 25 Mustang/Ford
Roundup, Waterford Lakes
Town Center, Orlando, FL

Mar 3-5 Detroit AutoRama,
Cobo Hall, Detroit, MI

Mar 24-26 Pensacola Mus-
tang Show, University Mall,
Pensacola, FL

Apr 1-2 Columbus Spring
Swap, Ohio Expo Center, Co-
lumbus, OH

Apr 9 Fabulous Fords For-
ever, Knott's Berry Farm,
Buena Park, CA

Apr 22-23 Kit Car Show,
Knott's Berry Farm, Buena
Park, CA

May 12-13 Mustang/All Ford
Show, O'Neil Ford, Sellers-

burg, IN

May 18-21 Western States
Cobra Bash, Sparks-Reno, NV

May 19-21 29th Annual Re-
gional Spring Fling, Brown
County State Park, Nashville, IN
(www.indianasaac.com)

May 19-21 Kit Car Carlisle
Show, Fairgrounds, Carlisle PA

Jun 2-4 All-Ford Carlisle Meet,
Fairgrounds, Carlisle, PA

Jun 4 SAAC-MCR Show & Go
31, Ford World Headquarters,
Dearborn, MI (www.saac-mcr.com)

Jun 5 SAAC-MCR Open Track,
Waterford Hills, MI (www.saac-mcr.com)

Jun 30-Jul 2 SAAC 31 Na-
tional Convention, Virginia
International Raceway, Alton,
VA

Jul 31 SAAC-MCR GingerMan
Open Track Event, "Hot Laps
at GingerMan, South Haven,
MI (www.saac-mcr.com)

Aug 19 12th Annual Wood-
ward Dream Cruise, Pontiac to
Ferndale, MI

Sep 3 SAAC-MCR Waterford
Hills Open Track Event-
"Labor Day Classic", Water-
ford, MI (www.saac-mcr.com)

Oct 8 SAAC-MCR Waterford
Hills Open Track Event-
"Harvest Happening", Water-
ford, MI (www.saac-mcr.com)

Oct 21 Fall Color Tour, to
Lake, MI