30 YEARS 1975 2005

Shelby Life

Shelby American Automotive Club – Motor City Region

Volume 31, Issue 3

July, 2006

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

SAAC-MCR Show XXXI

SAAC-MCR Show XXXI at Ford World Headquarters in Dearborn, Michigan *Image by Brian Greene*

Show 'n Go XXXI is now in the history books, we had a *REALLY* good show, the quality of the cars at the show just keeps on getting better and better each year. Just a quick tour of the parking lot was all that was needed to prove to demonstrate we attract a LARGE variety of cars and trucks, and those vehicles represent a diversity of approaches unrivaled in other shows. Great vehicles, great participants and a great venue: Who could ask for anything more?

One most memorable part of this particular show is the people who participated in the show – more than in any other year in my memory – our participants were congenial and supportive of each other and us as well, and they seemed to have a better time than in years previous.

It's possible that the reason people were so congenial and supportive was the extra effort put forth by the show director and all the folks who worked so hard to enable this success.

Thanks Gary for your leadership on this front. The presence of the not one, but two film crews was an exciting add for

(Continued on page 18)

Inside this issue:

SAAC-MCR GO XXXI *by Mike Nyberg and Images by Rich Tweedle*

The weather for GO XXXI was perfect. It was sunny all day and not too hot for the drivers and the cars. There were 36 participants in four classes. This allowed everyone to get plenty of track time. The event began with a driver's meeting where Darius Rudis covered information to make the event safe for everyone.

It was a very safe event, with only one exciting moment toward the end of the event. Many of us in the paddock saw a cloud of dust coming from behind the foliage that blocks to view of Swamp Turn #8. After the track was cleared of all cars, many of us walked over to where the dust came from and discovered Jerry Garascia's 1997 White Saleen Mustang had made a 180 degree turn and almost slid off into the swamp. Many of the participants pushed his car back on the track and he was able to drive it back to the paddock. It appeared he only had minor damage to one wheel.

The Waterford Hills Road Racing, Inc., race course had been modified to make it safer. Turn #1 is a downhill of camber right-hand turn if taken wide can cause you to go off track. This usually meant you were going to hit the barrier wall and damage your car. The barrier wall has been moved further out and an earth berm added to reduce the risk of making it to the wall if you go off track. The track road course and surface has not been changed.

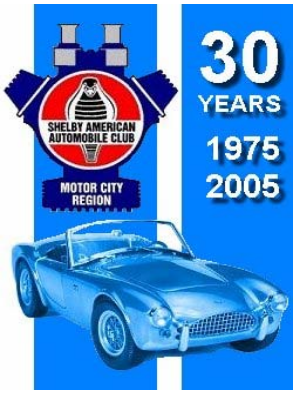
Xperience Communications had a film crew at the event to video participants for a Ford project. Ford plans to use the footage of Ford race enthusiasts talking about why they like Ford Racing and why they are excited about racing the Ford product they own. This video may be shown to employees and/or dealers.

Everyone left a bit tired, but happy about participating in the event and committed to improve their cars for the next SAAC-MCR open track event at GingerMan on July 15 & 16, 2006.

Contact Darius Rudis, SAAC-MCR Competition Director, at; druids@dariusrudis.com for more information about open track events or go the SAAC-MCR website at; www.saac-mcr.com.

Darius Rudis conducting the Driver's Meeting, while the Xperience Communications crew records the event.

Several friends helped Jerry Garascia get his 1997 White Saleen Mustang back on track after spinning out on Swamp Turn #8



Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 126 members

New members include: ***Chris & Kim Prowse, Pat Casaday, J. Michael Kinney & Susan Johnston, Eric & Lorrie Goldsmith, Matt & Charlotte Pasella, Jr., Jeremy & Becky Pasella, Bob Natkin & Sue Teasdale, Don & Lisa Tisdel, David Jackson, Brad & Sherry Palmer and Dale Royster.***

FME Open House

by Rich Tweedle

Charles Repp, Bill McCune, new member Pat Casaday, Jeff Burgy and I represented the SAAC-MCR on the 27th of April, at the 11th edition of the FME (Ford Motorsports Enthusiasts) Open House at Ford World Headquarters. This is an opportunity for all the Ford associated clubs in the area to show what they have to offer and why enthusiasts should join. SAAC-MCR has had a presence at these affairs since the very first one.

We had a TV showing DVD's and a poster board of photos from some of our past events. We talked to quite a few people and had people stopping by to watch our events. Seems the noisy, i.e. track, events garnered the most attention. We had people standing in the aisle watching our club in action. Of course, there was no where else to stand. We were the only display to show any video. Other displays used live bait to attract attention. Not that we weren't spiffy in our club attire.

Many types of Ford power vehicles were on display. Restored, drag, go-karts, trucks, an ARCA Taurus stock car, #6 Mark Martin NASCAR Fusion, Paul Rebmann's '40 Ford Coupe along with another '40 Ford. Outside were more cars on display including John Logan, Sr's red Tiger and Jr's black Tiger, a '64 Bob Ford Fairlane Thunderbolt, a '69 Torino Talladega, a white '67 Shelby GT350 which was for sale.

Interesting sidelight, I again found out that fellow Ford retiree Charles Repp knows some of the engineers and designers that I worked with. This man must have worked on some pretty neat projects.

Behind the table, L to R: Bill McCune, Charles Repp and Jeff Burgy giving out SAAC-MCR information to interested FME Open House Attendees.

John Logan Sr's Red '66 Sunbeam Tiger on display at the 11th FME Open House at Ford World Headquaters

Mark Martin's #6 NASCAR Fusion at the 11th FME Open House inside Ford World Headquaters

John Logan Jr's Black '67 Subeam Tiger on display at the 11th FME Open House at Ford WHQ

SAAC-MCR Show XXXI *by Gary Roys and Images by Brian Greene and Mike Nyberg*

Cl	Class Description	1st Place	Vehicle Description		Class Award	Vehicle Description
1	All Shelby Cobras	101/James Binder	66 Cobra Continuation		146/Erin Garzaniti	63 Cobra Continuation
3	66 Shelby Mustang	108/Dan Delich	*66 CLONE* Made from a '66 coupe			
4	67 Shelby Mustang	189/Frank DiClementi	1967 Shelby			
5	68 Shelby Mustang	117/Mike Lauer	68 GT350		150/Rick Nash	68 GT350
6	69-70 Shelby Mustang	191/Dick Soules	69 GT500		271/Randy Haward	70 GT 350
7	66-68 Shelby Conv	153/Mike Riemenschneider	68 GT500KR		261/Mike Suliman	68 Shelby
8	69-70 Shelby Conv	151/Kurt Fredrickson	69 GT500		106/Norman Cooke	*1960 Ford 4 Dr* *
9	All Boss Mustangs	262/Mark Storm	70 Boss 302		126/Mike Nyberg	70 Boss 302
10	SVO Mustangs and McLaren	256/Mike Paruleski	86 SVO Mustang		143/Rich Tweedle	85-1/2 SVO Must
11	64 - 66 Mustang Coupe and Fastback	100/Robert Bakula	65 Fastback		167/Bill Davis	64-1/2 Mustang Cpe
12	64 - 66 Mustang Convertible	266/Al Cabadas	66 Convertible		198/Rick Balish	66 Retractable H-Top
13	67 - 68 Mustang Coupe and Fastback	267/Dave Rebb	67 Fastback		270/Diane Cruick-shank	*88 Mustang GT* *
14	67 - 68 Mustang Convertible	111/Jeff Gniewek	68 Must. GT Conv		174/Mark Lupu	67 Mustang Conv
15	69 - 70 Mustang Coupe and Fastback	193/John Yanalunas	70 Mustang F-back		277/Gary	70 Mach 1
16	69 - 70 Mustang Convertible	156/Ron Campbell	69 Mustang Conv		190/John Delisle	*66 Mustang* *
17	71 - 73 All Mustangs	255/Dean Tomei	73 Mustang Conv		294/Steven Weaver	71 Mach 1 Conv
19	79 - 86 Mustang/Capri Coupe	199/Jim Maynor	79 Mustang			
20	79 - 86 Mustang/Capri Convertible	273/Paul Bensette	86 GT Convertible		195/Aaron Sata 2 awards for 1 car	*06 Mustang Cpe* * See Class 27
21	87 - 93 Mustang Coupe	140/Mike Updike	93 Cobra		283/John Wise	93 Mustang LX
22	87 - 93 Mustang Convertible	196/Charles Jamison	89 Saleen Conv		285/David Wadowski	91 Mustang Conv
23	94 - 98 Mustang Coupe	102/Brian Boggs	97 Mustang GT		291/Roger Ibach	97 Cobra
24	94 - 98 Mustang Convertible	251/Ron Wahl	98 Cobra Conv		170/Ray Hilton	94 Cobra Conv Indy Pace Car
25	99 - 04 Mustang Coupe	136/John Splan	04 Cobra SVT		128/Mike Radonvich	99 Cobra
27	05 - Present Mustang	152/Greg Kaminskas	05 Mustang		195/Aaron Sata	06 Mustang
28	Pre 32 Car & Truck	186/Wayne Misko	32 Tudoor Sedan			
30	70 - Present Small Car	203/Randy Delamielleure	73 Comet GT		155/Dan Smith	03 Ford Focus
31	49 - 78 Ford / Mercury Edsel & Lincoln	233/Jim Demmer	58 Edsel Pacer		197/Dennis Mozdzen	64 Lincoln Conv 4 Door
32	79 - Present Ford/Merc Edsel & Lincoln	232/Gary Stewart	87 Lincoln Mark VII		235/Niel Osmun	86 Lincoln Mark VII
33	All Galaxie Hardtop	276/Dave Wilcox	63 427 Galaxie		205/Barry Wolfe	63-1/2 Galaxie 500

Best of Show-Engine; Dave Wilcox's Ford 427 SOHC

Best of Show; Ford, Lincoln or Mercury - Dennis Mozdzen's '64 Lincoln 4 Dr Convertible

Best of Show - Early Model Mustang; Robert Bakula's '65 Mustang 2+2

Best of Show - Late Model Mustang; John Long's '06 Steeda Q

SAAC-MCR Show XXXI

Continued)

Cl	Class Description	1st Place	Vehicle Description		Class Award	Vehicle Description
36	60 - 70 Falcon	216/Al Aniol	64 Falcon Sprint			
37	All Ranchero	207/Mike Eaves	65 Ranchero		215/Al Potts	60 Ranchero
38	62 - 65 Fairlane/Comet	220/Steven Georgoudakis	63 Fairlane		228/Tom Petit	64 Fairlane T-Bolt Clone
39	66 - 67 Fairlane/Comet	125/Greg Miller	67 427 Comet		12/Tom Pascoe	66 Fairlane Conv
40	68 - 71 Torino/Montego	218/Jeff Hickerson	71 Torino Cobra		211/Ted Lupu	68 Torino Conv
					154/R&R Restoration	69 Dan Gurney Merc
41	72 - 76 Torino/Montego	229/John Surgener	72 Gran Torino Sport		104/Dale Clements	76 Torino
43	58 - 73 Thunderbird	185/Chuck Herkowitz	64 T-bird Conv.		254/Steven Divirell	68 Thunderbird
44	2002 - Present T-bird	165/Jim Kohu	05 Thunderbird			
45	67 - 73 Cougar	260/Bill Cortese	69 Cougar		110/George Gordon	67 Cougar
46	74 - 98 T-Bird/Cougar	224/Carl Pratt	75 Cougar		274/James Dominiak	91 Thunderbird
47	48 - Present Truck	253/Jeff Weiand	66 - F-100		258/Ken Smith	94 SVT Lightning
51	All Tiger/Griffith	145/John Logan	66 Tiger		187/John Logan Jr.	67 Tiger
52	All GT-40/Pantera and Mangusta	234/Mark Mousesian	06 Ford GT			
53	All race Cars	129/Jim Rainero	64 T-Bolt Clone		144/Lee Sherburn	64 T-Bolt Clone
					182/Darius Rudius	66 Mustang LX
55	All Street Rods	186/Wayne Misko	32 Ford			
56	Special Interest Cars and Trucks	123/Arnie Meissner	93 Monster Miata		284/Tom Antonelli	65 McLaren
57	All Replica/Kit Cars	148/Jeff Burgy	65 ERA Cobra		177/Greg Lamay	65 Cobra Mark III
					287/Ray Tokarczak	66 Cobra

BEST OF SHOW AWARDS

Best Engine	Award Sponsored by SAAC-MCR
Dave Wilcox	63 Galaxie & Boat
Best Ford/Lincoln/Mercury	Award Sponsored by Total Performance - John Vermeersch
197 - Dennis Mozdzen	1964 Lincoln 4 Door Convertible
Best Early Mustang	Award sponsored by National Parts Depot
100 - Robert Bakula	Black 65 Mustang 2+2 - Red interior
Best Late Mustang	Award sponsored by Classic Design Concepts
118 - John Long	2006 Steeda 'Q' Mustang
Best Truck	Award sponsored by National Parts Depot
253 - Jeff Weiand	66 F-100 Styleside Pick-up
Best Shelby	Award sponsored by SAAC-MCR
117 - Mike & Sheila Lauer	68 Shelby GT-350
Best Fairlane	Award sponsored by Fairlane Club of America
211 - Ted Lupu	68 Ford Torino Convertible

Best of Show Truck; Jeff Weiand's '66 F-100 Styleside Pick-Up

Best of Show - Shelby; Mike & Sheila Lauer's '68 Shelby GT-350

Best of Show - Fairlane; Ted Lupu's '68 Ford Torino Convertible

*** Indicates awards given to cars whose ballots were placed on the wrong box**

SAAC-MCR Summer Cruise

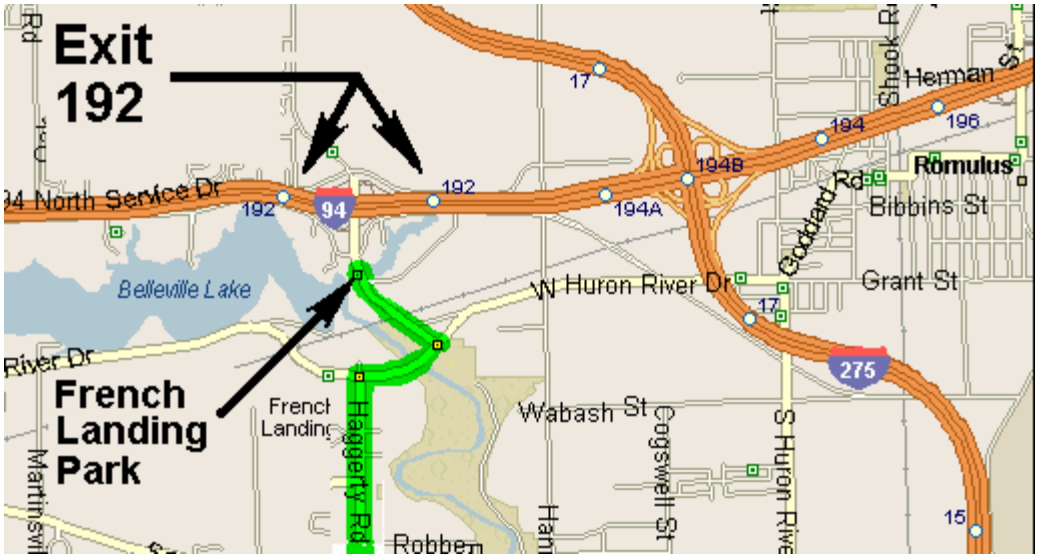
Celebrate summer, experience the pleasure of driving your car and enjoy the comradery of fellow club members

Where The start of the cruise will be at the French Landing Park located on the eastern point of Belleville Lake, two miles west of I 275 and 3/4 miles south of I 94. Get off I 94 at the South 192 exit and go south on Haggerty 3/4 of a mile. Turn right at the Park sign. It's a small park next to Belleville Lake so you should be able to see our cars.

When Sunday August 13, 2006. We will assemble at 9:30 AM and caravan out at 10:30.

What We will cruise on paved roads through 32 miles of Michigan countryside, going south through the quaint and nearly forgotten village of Willow Township and then straight west to Grosse Isle. We will cruise around the Island including a view of Canada and then park in the spacious and tree covered property of **Phil Buccini at 28758 South Point Road** where Phil will provide us a free lunch. If you miss the start, drive to Phil Buccini's house on Grosse Isle and join the party. If your collector car can't make it, any car, truck or cycle is welcome.

For any questions contact,
Jerry Helfman at 313 383 6269 j427helfman@comcast.net
John Logan at 313 565 8810 Carmods@aol.com



The above map shows the SAAC-MCR Summer Cruise start point, only. We need your participation to help make the rest of the cruise a memorable one!

T-5 Conversion *by Mike Nyberg*

I expressed a desire to install a five speed (T-5) transmission in my '70 BOSS 302, at the 2005 SAAC-MCR Fall Picnic. Club member, Will Weber, suggested I contact Liberty's Gears in Taylor, MI to get a deal on a T-5. I contacted them and they had a T-5 they had rebuilt for a customer who couldn't use it, due to health problems. I was able to purchase it for $700 plus tax. I contacted club member, John Yarema, to determine where I could purchase the necessary parts to make the conversion. He said, "You called the right guy"; he just happened to have an adaptor plate he had fabricated, based on one he had purchased for a previous conversion. I also needed a transmission mount cross member. He indicated he had a pattern for one and could fabricate it, as well. I purchased the two parts from him to start the conversion.

I knew it was important to check the bellhousing transmission mounting surface for perpendicularity and concentricity of the bore to the crank centerline, based on technical discussions at SAAC-MCR monthly meetings. I determined I needed a 0.040 inch shim at the top of the bellhousing to engine mating surface. I called John Yarema to see if he had 0.040" shim stock. He said, "If the bellhousing is that far out, you need to bring it to my shop to have it milled." John put the bellhousing on his surface plate and determined he could machine the engine mounting surface and make it parallel to the transmission mounting surface.

I assembled the machined bellhousing to the engine and made the measurements for perpendicularity and concentricity. Both were within tolerance. Now I needed to attach the adaptor plate to the bellhousing. Four bolts attach the adaptor plate to the bellhousing. Two bolts use existing bellhousing threaded holes and the other two must be drilled in the bellhousing to accommodate bolt, lock washer and nut. This is necessary because the stock location would interfere with the two transmission mounting bolts. I had to remove the bellhousing again to drill the two holes.

Once the bellhousing and adaptor assembly were attached to the engine, I installed the clutch release lever and throwout bearing. I mounted the T-5 transmission onto a hydraulic transmission jack and tried to slide the input shaft through the throwout bearing, clutch plate and pilot bearing. I was having trouble getting it to go through the throwout bearing due to a leaking transmission jack that would not hold its position. I called John Yarema and indicated I could not understand why the transmission would not slide into place. He said, "I will be right over." John arrived with an input shaft from a T-5 and pushed it through the throwout bearing and had to use a 2X4 block as a persuader, to get the input shaft through the clutch plate. When everything was aligned, he picked the trans and "bench pressed" it into place.

The transmission cannot be installed with the shifter in place, if the exhaust H-pipe has not been completely removed. We had to jack up the front of the engine slightly to get enough clearance between the rear end of the trans and the floor pan tunnel to allow assembly of the shifter. Once the shifter was installed and the jack removed from the front of the engine, installing the trans mount cross member was easy.

John Yarema fabricated this adaptor plate and made improvements based on a bad experience with an after market plate.

We filled the trans with fluid by using a 3 foot piece of clear plastic hose attached to a funnel. I was topside with the funnel and trans fluid. John was below, watching to determine when the trans was filled and signaled me to stop pouring fluid.

Club member, Tom Bouman, used a different technique to install the shifter. In his '65 Mustang he had only about 1/2 to 3/4 inch clearance between the top of the shifter housing and floor pan tunnel. There's a rubber boot that covers the short shift handle stub on the top of the shifter plate. You can remove the snap ring that holds the boot on, remove the boot, and you'll see an octagonal plate that holds the shift lever and ball within the shifter hous-

(Continued on page 9)

John Yarema fabricated this transmission mount cross member, which is viewed from the rear

New Member Pat "Kid" Casaday's Artwork

If you noticed some of the new posters for this year's Show and Go, it's thanks to Pat "the Kid" Casaday, a new member of the club.

Although Pat doesn't have a Shelby product, he has a keen interest in cars, motorcycles and graphic design. Pat has over 35 years of experience in painting and restoration of cars including numerous Shelby products. Pat has finally broken out of the daily shop grind and is now working on his own, with a very busy schedule, I might add.

Pat has been painting the aluminum-bodied Shelby Cobra continuation models for the local authorized Shelby distributor for several years. He also has developed and been doing the striping for the CATV GT40's, which duplicate the original GT-40 race cars.

At the April meeting, Jeff Burgy, recalled seeing a stunning red Cobra 427 at the recent National Shelby meet at MIS. The paint was done by none other than "the Kid"!

Pat's graphics speak for themselves. After working on a member's car, Pat not only presented the owner with a beautiful car, but also with a stunning digital graphic as well.

And, of course, he has an active interest in motorcycles as well. Pat rides a Honda 1984 VF1000F Interceptor for pure enjoyment and has restored many vintage motorcycles.

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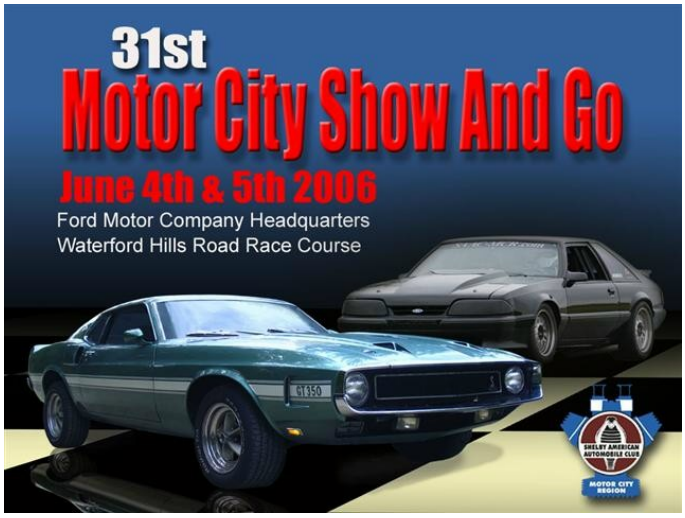
Paint and graphic art both by Pat Casaday



Pat Casaday's artwork that was used on the Show 31 Class Awards

This is a CATV GT40 Pat painted

Pat painted this beautiful AC 427 Cobra, shown here at MIS

New Member Pat Casaday's Artwork *(Continued)*

(Continued from page 8)

Shown here is a 1973 Triumph Hurricane, which took top awards at Concours events. He also has won many first place awards at the annual Battle of the Brits in Sterling Heights.

Pat has also been painting graphic designs like these flames on street rods and motorcycles.

So, if you want to talk paint or graphics, see Pat, and, by the way, check out his web site at: http://www.kidcasaday.com

T-5 Conversion *(Continued)*

(Continued from page 7)

ing. The plate is secured by three tabs, at the 2, 6 and 10 o'clock positions. Use a screw driver and pliers to bend the tabs back and you can pull the short handle and ball right out of the shifter housing. Then you have all the clearance in the world. Once the trans is installed and everything is back together, you can pour (slowly) the trans fluid from the top, inside the vehicle, right into the shifter opening. Once that's complete, insert the shifter/ball, making sure that it will actually shift the trans, bend over the tabs, put the rubber boot back in place, and snap on the snap ring. Then you can bolt on the shifter handle and install the outer shift boot and it's ready to go.

The floor pan tunnel shifter opening location differs between automatic and 4-speed cars. Tom's '65 Mustang was an automatic car originally and the T-5 shift tower came right up through the opening, only requiring less than ¼ inch of trimming of the opening on one side. My '70 BOSS 302 is a 4-speed car and didn't require any trimming of the floor pan shifter opening.

Finally we determined what speedometer cable driven gear I needed based on the rear axle ratio, tire diameter, transmission speedometer drive gear and the formula on page 142 of the 2006 Ford Racing Performance Parts catalog.

The conversion is an easy one to do. All you need is a few parts, and a good transmission jack or a strong friend. The car is much more fun to drive and I am looking forward to the SAAC-MCR Summer Cruise on Sunday, August 13th. I can cruise at 60 MPH with the engine turning 2,000 RPM's versus 3,200, prior to the conversion.

John Yarema has made several T-5 conversions and can help you with advice and parts, to make your car more fun to drive. You can contact him at (586) 596-2105 or e-mail him at: dietrends@juno.com

Gear Ratio Comparison

	T-5	Top Loader	
		Wide	Close
1st	2.95	2.78	2.32
2nd	1.94	1.93	1.69
3rd	1.34	1.36	1.29
4th	1.00	1.00	1.00
5th	.63	-	-

T-5 transmission installed in a '70 BOSS 302

Don Eichstaedt's Experience at Kar Kraft *by Don Eichstaedt*

Part two of a two part series: *Don Eichstaedt, a former SAAC-MCR member, worked at Kar Kraft during Ford's Total Performance era. He had many interesting experiences during that period in Ford's racing history. He has owned and still owns several interesting cars. This article, written by Don, is based on several questions submitted to him by the editor.*

BOSS 429 MUSTANGS

When "Bunkie" Knudsen and Larry Shinoda came to Ford in 1968 – they wanted something to boost Ford¹s high performance reputation. Ford was working to install the 429 "hemi" engine in the large Galaxie sedan to make it legal for NASCAR racing.

The Trans-Am racers were looking for a vehicle that would be competitive with the Chevy Camaro Z28.

So out of a "Bunkie" meeting came the direction to put the 429 hemi in the Mustang and to build a special racing Mustang comparable to the Z28 with a 302 engine.

Kar Kraft built both prototypes in 3 weeks. One of the Kar Kraft engineers had been working on what was called the "Super Mach1 Mustang" - a Cobra Jet that was improved upon, 4 wheel disc brakes, rear stabilizer bar, valve cover oil drain back lines, bigger tires F60x15¹s?. etc. to improve the cars performance as much as possible, this car provided some input to the Boss 429 Program. He was assigned to put the "hemi" engine in what was to become the B429 Mustang. I took care of the Boss 302 prototype, lowered the chassis and installed a special engine and Styling did the graphics.

At a second Knudsen meeting direction was given to build both Mustangs. The Boss 302 was assigned to Ford Product Engineering to build because of projected car volume and work load. The Boss 429 was assigned to Kar Kraft due to the need to get cars built by Jan., 1969 to make the 429 legal for stock car racing

A program was laid out and Kar Kraft - Dearborn started building 7 more prototypes. Since this was to be a production car to be sold thru Ford dealers it had to meet the Federal Motor Vehicle Safety Standards (FMVSS) at that time.

B429 prototype No. 1 was assigned to brake testing as brake performance was a big issue due to the increased weight, the larger F60x15 tires, the different weight distribution and the angle mounted master cylinder. At the Michigan Proving Grounds in Romeo, I rode around for 3 1/2 days in the back seat of the prototype while technicians ran the standard brake test, to keep an eye on the only prototype available. The vehicle passed all of the tests - in fact it panic-stopped at better than 1 G due primarily to the bigger tires. As the other prototypes were built, I put them on other tests – fortunately I did not have to "nursemaid" the rest of them after we had a few more running. After the Brake Tests were completed, the vehicle was transferred to Engine Division for their testing

Boss 429 engine drop at Kar kraft

Other B429 prototypes were used for:
No. 2 - used as a Design Aid for other affected activities
No. 3 - was put on Rough Road Durability where the vehicle is literally
shaken to pieces
No. 4 - was 30 mph front barrier crashed
No. 5 - went to Engine Division for their testing
No. 6 - was given to Mr. Knudsen
No. 7 - drag race test car
No. 8 - Kar Kraft test car
Over 50 tests were performed to meet company and Federal standards.

(Continued on page 11)

Kar Kraft *(Continued)*

(Continued from page 10)

After most of the testing and evaluation had been completed and the rest presented little risk, I prepared a thick "Sign Off Book" summarizing all of the tests and took it around to the various involved vice-presidents to get their sign off for production to be approved. The Kar Kraft production team had to locate a plant to handle this job and make the facility ready for production in Jan 1969. An old trailer factory was located in Brighton and converted to build the special Mustangs.

The next day I went out to Brighton to take on the Resident Production Engineer¹s job for one and 1/2 years while most of the cars were being built which entailed solving design, fit, quality, supply and other problems that came up. An engineer from Engine Div. was responsible for the engine.

5 vehicles per day was the normal production rate with about 20 workers on the line plus a couple of inspectors. There was an "engine dress line" where all of the engine accessories were added.

The early cars were built with "slave production engine/ transmissions" in them, driven on the car haulers at Dearborn and off and into the Brighton plant, then the eng/trans units were removed and shipped back to the Dearborn Assy. Plant. This was a big "hassle". Soon a method was developed to move basic B429 Mustangs off the line at Dearborn, on to haulers , off the haulers at Brighton and into the plant pulling and pushing them with Ford garden tractors thus saving the hassle with the production engines and the paperwork.

The B429 front structure panel assemblies were supplied by Kar Kraft to the Dearborn Assy. Plant and installed in the vehicle structure as the underbody was built up and welded. This made a stronger structure and made it easier for Kar Kraft to finish the build at Brighton. The trunk mounted battery, the F60x15 tire & wheel assemblies, rear stabilizer bar, special shock tower brace, exhaust system were added , special front drag struts, fenders were worked for tire clearance, hole cut in the hood and the large hood scoop painted and installed, along with other special parts.

The 1970 B429 vehicles were built off 1970 B302 vehicles - this made Kar Kraft - Brighton¹s job a little easier as the fenders had clearance for the F60 tires, and the stronger front suspension longitudinal struts were installed.

THE BOSS 429 build PROGRAM started on Jan 15, 1969 and the last of the 1970's was completed by the end of December, 1969. A total of 1359 Boss 429 Mustangs were built (859 1969¹s and 499 1970¹s)

1969 "LID - B429" The LID prototype was a one-off concept project to check out the feasibility of building a mid-engine Mustang, based sports car with an automatic transmission. LID stands for Low Investment Driveline. It had a C6 auto trans. I did some basic driving of the vehicle at DPG but then the project was canceled, because of costs , I think.

1970 SHELBY VEHICLES

THE 1970 Shelby GT350 & 500 were actually converted from 1969 Shelby left over vehicles in to 1970¹s at Kar Kraft Brighton after Ford closed the Shelby plant in Ionia. The Shelby cars by then were under Ford control - For more info and details - See Ref No. 3

TRANS AM RACING

1968 Trans-Am - The Mustangs were engineered and designed by Kar Kraft; built and raced by Shelby. Kar Kraft designed the heavy duty front spindles, the full-floating rear axle and some other items so the cars would last on the banking at the Daytona 24 Hour race.

Shelby Racing and Chuck Cantwell operated out of our Paint Shop on Tiremen when they were in the Midwest area. Our Fabrication shop supported them with parts.

Trans-Am - 1969 & 1970

I did not work on the Boss 302 Trans-Am race cars as I was busy working on the B429 program. Therefore I don't know a lot of details about what went on with that program and those cars. I do remember the BIG 3 car wreck at Mosport and the panic effort to get the cars repaired for the next race which was in 2 weeks I think. Kar Kraft went on 2 - 12 hours shifts for that time period.

The 1969 & !970 TransAm Mustangs were engineered, designed

(Continued on page 12)

Kar Kraft *(continued)*

(Continued from page 11)

and built by Kar Kraft. They ordered production cars from Dearborn but specified to delete: trim, undercoating, paint, etc. The unibody chassis was ground and weight further removed, then welded at the seams, strengthened and the roll cage welded in. (see picture). The cars had unique front and rear suspensions, brakes, cooling, a special full-floating axle, etc. Racing safety equipment was installed - harness, seat padding, etc. The engine had a special Kar Kraft oil pan system to make sure the engines had full oil pressure at all times. In 1969 both Shelby and Bud Moore raced the cars; in 1970 just one team was used - Bud Moore.

Lee Dykstra was the project engineer on the B302 Trans-Am program. He along with Mitch Marchi engineered and designed the Trans-Am Mustangs. After the cars were built, they were turned over to the race teams. To keep up with competition, the 2 Trans Am engineers were constantly testing and improving the cars all season long. I was told recently that one special car was built for Smokey Yunik.

1969 Boss 302 under construction at Kar Kraft

Boss 302 customer race car project (1970) (I worked on this project along with several other projects - including the Presidential Limousine and an armored Sedan)

This project was established to develop the car and parts so that customers could go racing at least at the National SCCA level. Ford sedan racers were constantly calling the Trans Am guys for info and parts. They could not be bothered as they were trying to win the Trans Am, nor did they have any extra parts or time to help the customer racers. That is why this project was setup. I was in charge of the project. We designed the kits for suspension, front and rear disc brakes, rear stabilizer bar, roll cage, fuel system, wheels, etc. Of that came the one test car and the Chassis Racing Booklet. I raced the car in 3 Nationals – Milwaukee (2nd of 6), Elkhart Lake (3rd of 9) and Mid-Ohio (3rd of 11). The "Moonlighters" was the name given to the after-hours volunteers who worked on the race car at Mr. Virzi¹s shop and race-crewed at the track. It was not worked on at Kar Kraft (except for special occasions like wheel alignment, etc.). Another driver took over for 2 races and then in Nov, 1970, Ford pulled the plug on nearly all racing and that was the end of the project. Mr. Virzi, the nominal owner, sold the car.

The "Moonlighters" Boss 302 racing at Elkhart Lake in 1970.

THE 1972 LINCOLN ARMORED PRESIDENTIAL LIMOUSINE

The limousine project took 2 and 1/2 years to complete. It was started in 1970 and delivered to the Nixon White House around August, 1972. The entire project was done in secret as the government wanted to make a big publicity "splash" when it was turned over to them. The weight, cost and thickness of the armor and the thickness of the "bullet resistant" glass was to be kept confidential. Rather than plating the stretched Lincoln body as was done in the past, the body structure for this vehicle was made out of hundreds of pieces of armor welded together and the Lincoln sheet metal was fastened to the armor. The armor structure was designed so that it fit under the Lincoln body shape including the roof which was raised.

(Continued on page 13)

Kar Kraft *(Continues)*

(Continued from page 12)

I was responsible for the design, build, test and service on the vehicle for 14 years until it was replaced by a new Lincoln Limousine in 1986.

Don next to the 1972 Presidential Limousine, which he had design, build test and service responsibility.

MY HISTORY

I had rebuilt a 1950 Chevrolet into a California Custom the summer I graduated from high school, with help from 2 friends. I graduated from General Motors Institute in 1961. I was sponsored by Chevrolet Engineering in Warren, Mich. After finishing my thesis project which was on [3]Propeller Shafts and Pinion Flanges[2], I went to work in Vehicle Dynamics Section of Vehicle Development, working on Noise, Vibration and Harshness (NVH) problems on several different passenger cars. I did a lot of work improving the NVH on the 1963 Corvette for 1964. The new car was sensitive in different ways from the old 1962's and required work on many components. Then in 1966 I went to work for Kar Kraft

Don next to his 1950 Chevrolet California Custom

MY RACING

1) 1956 Corvette - driver[1]s school
2) 1962 Corvair - semi stock
3) 1961/1964 Corvair - full race prepped
4) 1965 Corvair - full race prepped - Sebring 1965 & 66
5) 1965 McLaren 289 Group 7, CanAm - held Waterford course record, won
season feature race - 2 years
6) 1972 Pinto – 2.5 Trans Am, IMSA, SCCA, Waterford

MY CARS -

1965 Tiger 260 with 10,000 miles - all original
1974 Pantera - with about 8300 miles on it, all original
1965 Turbo Corsa Corvair convertible
1957 Thunderbird white top/light blue body
2003 Thunderbird - same colors as the 1957
1972 Pinto IMSA/GT3 race car with a 2.0 engine with Weber carbs

I used to own one of the Ford GT40 Mark II LeMans race cars, red No. 3
Also a 1969 Boss 429 Mustang that was destroyed in the vehicle storage
warehouse fire in the old Briggs Bldg. in Detroit many years ago.

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REF: No.1: "Ford: The Dust and The Glory - A racing History" by Leo
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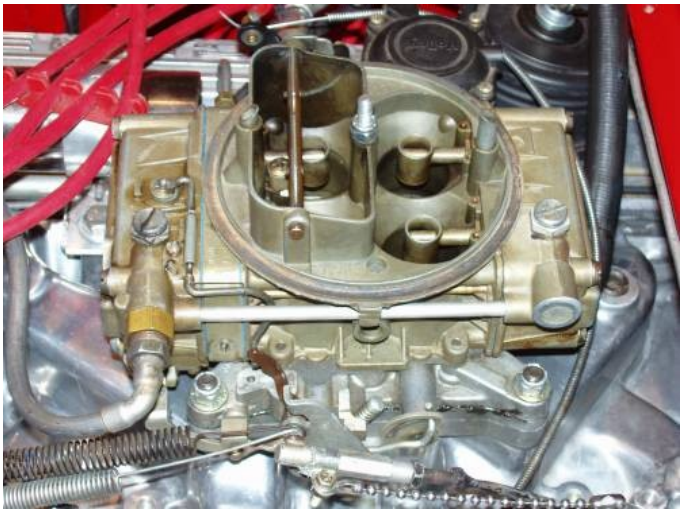
1968, 630 pages.
REF: No. 2: "The Inside Story of the Fastest Fords" by karl Ludvigsen,
1970
REF: No. 3: "Boss 429 Performance Mustang Style" by Steve Strange, July
1981, in Spokane, WA who has become a B429 "guru"

Calibrating Holley Carburetors for the Small Block Ford *by John Logan*



Introduction

The Holley carburetor can be calibrated to the engine for optimum fuel economy and performance. Since most of us don't have a flow bench with a lot of specialized instrumentation, I will describe back yard methods using common mechanics tools, a vacuum gage, eyes, ears and a sensitive butt. I will describe how to set float levels, select the main jets and the power valve, adjust the vacuum secondaries, idle jets and accelerator pump and solve some of the flooding problems of a generic 4150/4160 Holley four barrel. You can go to www.Holley.com and www.mortec.com for more information.

In order to calibrate the carburetor to your engine, the engine must be in reasonably good shape with a properly timed distributor, no vacuum leaks and clean fuel and air filters. Hopefully, you are familiar with the Holley and it is clean or recently rebuilt with a high quality Holley kit. The carburetor can remain on the car but you may be required to remove the float bowls and metering bodies several times, so buy reusable blue foam type gaskets. Before you start, take note any specific problems you may be having like fuel leakage, black smoke, surging, lack of power, hesitation, erratic idle speed or poor idle quality.

Carburetor size

Good calibration requires the proper carburetor size for your engine, and more is not better. Carburetor size can be a very emotional status symbol. If you tell someone that their 302 CID engine with the 700 CFM carburetor would run better with a smaller one, look out. For this reason I will just introduce the formula and comments that Holley has in their web site, make my recommendation and let you figure it out.

You need to know the size of the motor, CID, the honest maximum RPM you intend to run your engine and the VE% (Volumetric Efficiency Percent). VE% is a hard one to estimate without a very expensive dynamotor and measuring equipment, so make SWAG! Holley says, "Many high performance engines reach 100%. Certain race engines can actually exceed a VE% of over 100%. Stock production, and low performance motors will fall around 75% to 85%."

Put your data in the following formula. Optimum CFM = (CID X RPM 3456) X VE%.
From here things get arbitrary. Holley says that vacuum secondaries will only open enough to feed the engine what it needs. Likewise, using a split plenum street manifold allows the use of a larger than normal carburetor. They don't specify how much increase. What does all that mean? For those of you who want good drivability in a street vehicle, use a split plenum intake, a carburetor with vacuum secondaries and a maximum size of 450 CFM for stock 260 cid to 302 cid engines and 600CFM for a modified 302 cid engines.

Fuel Pressure Control

The fuel level in the float bowls must be correct before any adjustments or calibration is attempted. The fuel level in Holleys is sensitive to fuel pressure so the pressure must be controlled. If you have a stock engine pump you won't have a high-pressure problem since it can only produce as much pressure, somewhere around 2-4 psi, as the fixed spring operating against a fixed diaphragm can produce. It is therefore inherently safe from over pressure. Many after market pumps such as a 5-7 psi Carter pump rely on an internal pressure relief valve to control the pressure. The downside is that if the relief valve gets dirty or sticks, when the car sits for a while, the pump output pressure may rise as high as 10 to 15 psi, causing the fuel level to rise or the float valves to leak and flood the engine. Externally adjustable valves may leak through the needle valve seat or around the "0" ring seals. When examining a valve, there will be no evidence that it leaked. For this reason, you should install a regulator such as the Holley with a pressure gauge in one port as shown below.

Holley Fuel Regulator with Gauge

(Continued on page 15)

Calibrating Holley Carburetors *(Continued)*

(Continued from page 14)

Plum the regulator as close to carburetor as possible and set the pressure to 4 to 4.5 psi with the engine running. Check the gauge once in awhile to make sure nothing is changing.

Fuel Level

Carburetors with a 5/8" nut and a lock screw on each float bowl have adjustable needles. If it doesn't then you must remove the bowls to adjust the needles inside. Turn each fuel bowl upside down with float supported by the needle. Adjust the float by bending the tab on it to bring top of the float within 13/16" of the bowl housing for the primary and 3/4" for the secondary. If you have a rebuild kit, it should have a gauge for this adjustment. Install the bowels and you should be done.

If your carburetor has exterior adjustable needles and the bowels are off the body, make the preliminary adjustment of floats by inverting the float bowels and turning the needle assembly with the adjusting nut so that the top of the float is parallel with the top of the bowel. Now you can install the bowels and hook up the fuel line. Next, adjust both needles so that the fuel levels are inline with the bottom of the sight plug ports. There will be a lot of fuel leakage so do this outside with a shop towel and fire extinguisher handy. With the vehicle on a level surface, turn the engine over or if you have an electric pump, turn the ignition on so the bowels fill. Adjust your pressure regulator to 4 to 4.5 psi if you have one. It's easier to make the first check without the electric pump running so now turn it off. Remove the sight plug of each bowel to see where the fuel level is. Replace them and make a fuel level adjustment by loosening the lock screw and turning the adjusting nut clockwise to lower the level or counter clockwise to raise the level. Each hex flat on the nut will change the float level approximately 1/32". Start the engine or turn the pump on and then off and check them again. When you have each level set, start the engine, let it idle, readjust the pressure regulator and repeat the process. With the engine running there should be a very slight leakage out the hole due to the engine vibration.

Idle Mixture and Speed

Connect a vacuum gage to the manifold to read total vacuum. You may have to find a plug on the manifold and adapt a fitting. Turn each adjusting needle on the primary metering body clockwise in until it lightly seats and then turn it out one and a half turns. Start the engine and get it up to operating temperature. Set the idle speed where you like it, about 900 RPM is a good speed for a mildly modified engine. Next, adjust each needle valve 1/4 turn at a time until the manifold vacuum is at the maximum. The engine idle speed should increase. Rev the engine between adjustments to normalize everything, re-adjust the idle speed and repeat the process. When you reach the high point of the vacuum, turn each jet 1/16 th counter-clockwise rich. You should now have a smooth running engine at the desired RPM. If you don't have a vacuum gage you may just use idle RPM as the indicator but it won't be as precise. If you have difficulty making the needle adjustments or adjusting idle RPM, you may have one or more of the following problems.

- dirt in a passage way
- a vacuum leak
- gasket leak or a gasket alignment problem
- damaged idle needles
- worn butterfly shafts
- secondaries that are adjusted open too far
- binding of the secondary mechanical linkage

Selecting the Main Jets

Excessively large main jets may be the reason for low mileage and black smoke. If the jets are too small, surging may be the result. The main jets are located on the primary metering body so you must remove the primary float bowl and the metering body to get to them. Jet size increases as the size of the carburetor goes up. The chart below has representative sizes for sea level operation and an inlet air temperature of 70 degrees Fahrenheit. Start with one of these. If you have a hint of black smoke or the tail pipe turns black inside, reduce the jet size. If you feel any surging while driving at a constant highway speed, disconnect the vacuum line to the distributor to make sure too much advance is not causing the problem. If it's not the advance, you may need to increase the jet size.

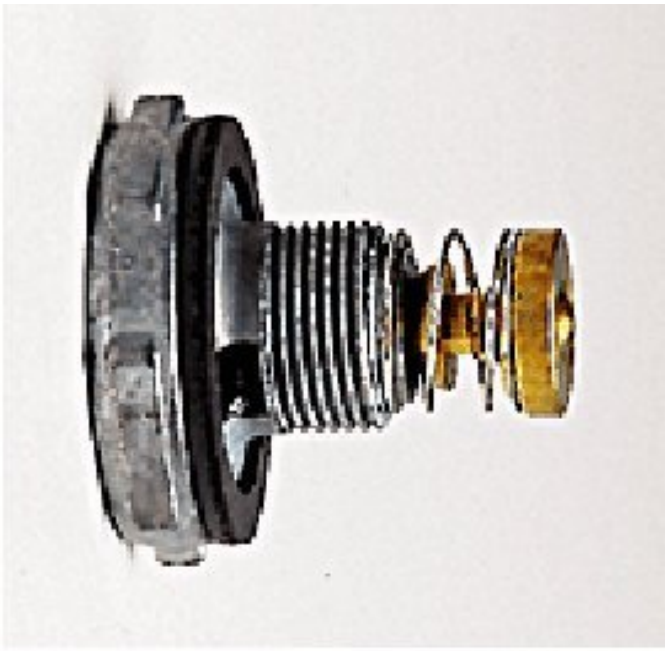
Carburetor Size	Part Number (122-)
450 cfm	57
550 cfm	62 to 63
600 cfm	64, 65, 66
650 cfm	67
750 cfm	68, 69, 70

For every 2000-foot increase in altitude, reduce the jets by one size. Gasohol, with its lower heat content may require larger jets and will reduce gas mileage. That stuff is very hard on these old carburetor parts. If you have been using gasohol and notice a white deposit inside the carburetor then it has been eating away at the non-anodized aluminum. New Holley carburetors can handle gasohol. If you use the 85% ethanol, be prepared for a complete rebuild of your fuel system.

Power Valve Selection

(Continued on page 16)

Calibrating Holley Carburetors *(continued)*



The Power Valve provides extra fuel when the throttle is open for heavy acceleration. A diaphragm is exposed to intake manifold vacuum and with enough vacuum, it overcomes a spring force to close the valve. The goal is to select a valve that will open to supply more fuel to the engine under high throttle operation and low manifold vacuum and close for fuel economy during part throttle cruising when manifold vacuum is high. To get to the Power Valve disconnect the fuel line and remove the float bowl and the metering body on the primary side. Older valves are stamped on one of the four flats with a number such as 125-65. New valves are stamped on the large diameter disk. The number 65 indicates that the valve will open when the manifold vacuum drops below 6.5" Hg. Common Power Valve sizes are 25, 35, 55, 65, 85 and 105. If you have a stock engine, install a 125-65 or 125-85 valve. If it is mildly modified install a 125-65 valve, and if your engine is highly modified, use a 125-55 valve. A valve within these ranges may already be installed in your carburetor but if it is an old valve you may want to replace it anyway. Your final decision, which may take several iterations, should be based on how the car drives. It will take some experience to tell if the Power Valve is opening. If the car is belching black smoke under part throttle that means the valve is running open so replace it with one with a lower number. If your interest is in fuel economy you will want to select a valve with the highest number that doesn't cause surging during acceleration.

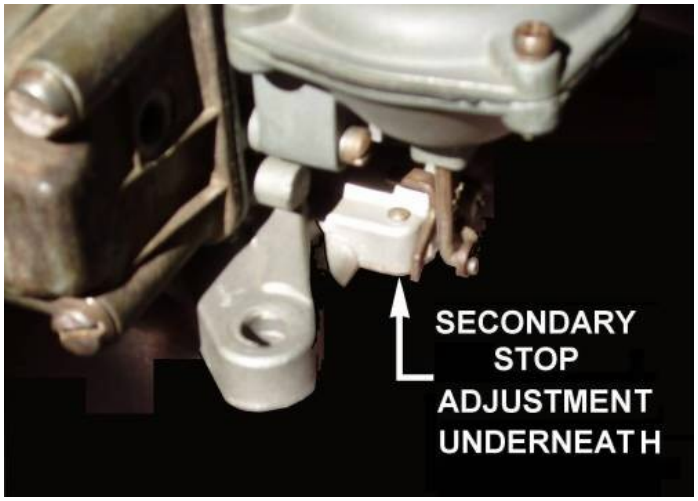
Loss of Power in a Turn

If you autocross or road race your car and find after making all these adjustments, you lose power in a turn, then the fuel level may be too low. You can raise it but you should be prepared to go through these adjustments again.

Adjusting Vacuum Secondaries

A vacuum motor with a passageway leading to the intake manifold controls the secondaries. A mechanical link goes between the primaries and secondaries to close the secondaries when you want to suddenly decelerate from full throttle operation, such as when you see the radar gun pointing at you. The link also keeps the secondaries closed under idle operation and restricts the opening angle during part throttle, high vacuum operation. During the first part of full throttle acceleration, when the primaries are wide open, the secondaries are held shut by a spring within the vacuum motor. As engine RPM increases, the intake manifold vacuum rises to a point where the diaphragm overcomes the force of the spring. At this point, the secondaries begin to open.

The vacuum secondaries should be held partly open at idle by a small lever that rests against an insignificant looking adjustment screw on the bottom of carburetor body just below the vacuum diaphragm body.



Secondary Throttle Stop

If the butterflies are not slightly open they may jam in the bores and stick. If the butterflies open too far, the secondaries will allow too much mixture in the manifold. When you try to adjust the idle mixture with the two needle valves, nothing will happen. Also you may not be able to reduce the idle speed. You can adjust the stop with the carburetor on the engine. I use two screwdrivers made from 7/64" Allen wrenches ground with screwdriver blades at 90º to each other. If you have the carburetor off the engine, turn the screw counter clockwise until the butterflies contact the bores and the round end of the screw touches the tab. Then turn it 1/2 turn clockwise. If you can't turn the screw then you can use the backyard method of carefully bending the tab that contacts the screw. If you

(Continued on page 17)

Calibrating Holley Carburetors *(Continued)*

(Continued from page 16)

hold the base of the carburetor up to the light you should be able to see some clearance at the bores.

Adjusting The Secondary Opening Rate

To check for full travel, open the primary throttle, pull the secondary linkage up and look down the secondaries. If you are unsure whether the secondaries are opening while driving, clip a paperclip on the secondary diaphragm rod and push it up against the housing. Go out and give the car a full throttle high rpm run. When you return, the paper clip should be pushed down the rod to show you how far they opened, or if you are unlucky it will have popped off, never to be seen again.The opening rate by the vacuum motor is adjusted by changing the color-coded spring inside the housing. Holley makes springs with different tensions that run from light tension to heavy as follows.

1. White – Lightest
2. Yellow (Short Spring)
3. Yellow
4. Purple
5. Plain (Steel Gray)
6. Brown
7. Black—Heaviest

Holley offers a kit (PN-20-13) that contains one each of these springs.

If there is a bog or hesitation when the secondaries open, the spring tension is too light so they are coming in too early so go to the next heavier spring. If the engine is sluggish in response at full throttle and it seems to take too long for the secondaries to open, go to the next lighter spring. To change the spring you must remove the cover by first removing the vacuum motor from the carburetor body.

Accelerator pump

The accelerator pump system consists of a diaphragm pump that is actuated through a lever and cam on the primary throttle shaft. The nozzle has two holes, one for each barrel of the primaries that squirt down the primaries as they are opened. You don't want a lag when you tip-in the throttle so fuel must **immediately** discharge when the throttle begins to open. Also, the lever must not bottom out at full throttle and bind up the linkage.

Make preliminary adjustments on the bench if possible but you can also make them with the carburetor on the engine. First, adjust the nut on the override screw, the one with the spring, so that there is about .015" clearance to the fully compressed lever at wide-open throttle. When the carburetor is installed and filled with fuel, slowly open the throttle while watching the lever and the two nozzles in the top of primaries. The lever must move and fuel must spray out both nozzles immediately. If the lever moves but you don't get immediate fuel, the adjustment is not right, the diaphragm has failed or poorly installed or there may be a dirty or missing check valve.
There is a cam on the throttle shaft that can be adjusted, turned over or replaced to vary the ramp angle for different amounts of fuel during tip-in. Many stumbles can be avoided using the more aggressive Holley part # 20-12.

Other Causes of Flooding

Dirt can cause varying fuel levels in one of the float bowls. To check, loosen the nut on the float valve and screw the valve out. Count the number of turns as you take it out so you can return it. Check for dirt, blow it out and replace it. If you are lucky you fixed it! If there is still a problem, pull the float bowl to see if there is dirt that has been passing through the float valves.

The Power Valve in Holleys prior to 1992, are sometimes susceptible to blowout during a backfire. This often happens when you are trying to start a new or rebuilt engine and the distributor timing is off. Newer Holleys have a check valve that closes to protect the Power Valve. You can add a check valve, to early carburetors, Holley (PN - 125-500) or the Power Valve Shield found at www.powervalveshield.com. To determine if the Power Valve is the cause of flooding, quickly start or switch the ignition on and off to pressurize the carburetor, remove the primary float bowl and metering body and look for gasoline behind the Power Valve. If there is fuel, it is definitely blown. If it is dry, however it may be a leaker that had time to dry out. You can't tell if it's blown by looking at it but you may be able to check the diaphragm by sucking on the large end and plugging the hole with your tongue to see if it will hold a vacuum for 20 to30 seconds. If you suspect that the valve leaks replace it and add the shield.

The Two Vent Tubes that stick out of the top of the carburetor body should be cut at a 45-degree angle and clear the top of the air cleaner so that they don't get blocked off.

A Plugged Tank Vent may cause flooding or starvation. If the car is sitting in the sun, the pressure may go high enough to force fuel through a float valve. Starvation will cause erratic engine running. Usually the cap gaskets on old cars leak enough that a plugged vent is not a problem.

Gaskets that are loose or leaking will allow internal leakage resulting in flooding or poor performance. Replace them with the reusable blue foam gaskets and tighten the screws evenly to 40 in-lb. Use the right kit for your model number recommended by Holley. You will find the "List" number on the choke housing. Inspect the gaskets to make sure all the holes are in the proper places. Using the wrong gaskets is a common mistake because there are so many variations and the differences are not evident. If you use the wrong gaskets, you may have poor power, a problem re-assembling the carburetor or a leak somewhere. I have done all of these.

SAAC-MCR Abridged Financial Report *by Craig Shefferly*

	May-06			May 2006 Year to Date			May 2005 Year to Date		
Item Description	Income	Expenses	Income O /(U) Exp	Income	Expenses	Income O /U Exp.	Income	Expenses	Income O /U Exp.
1. Annual Membership				$1,235.00			$1,260.00		
A. Newsletter		$170.10			$399.83			$603.14	
B. Hot Line Phone		$24.85			$121.49			$130.11	
C. Calendar					$399.75			$367.38	
D. Membership Cards									
E. Mailing Newsletters and calendars to Late Members					$15.00			$51.04	
F. Club Insurance		$775.00			$1,500.00			$987.00	
Sub Total	$0.00	$969.95	($969.95)	$1,235.00	$2,436.07	($1,201.07)	$1,260.00	$2,138.67	($878.67)
2. Monthly Meeting Food		$186.74	($186.74)	$85.00	$1,051.48	($966.48)	$98.00	$1,155.16	($1,057.16)
3. Holiday Party				$2,000.00	$3,511.50	($1,511.50)	$2,285.00	$3,943.50	($1,658.50)
4. Waterford Fall Picnic									
5. Programs									
A. Swap Meet				$1,561.00	$784.92	$776.08	$2,310.00	$988.57	$1,321.43
B. Show 31	$210.00	$900.00	($690.00)	$220.00	$1,365.00	($1,145.00)	$180.00	$1,620.09	($1,440.09)
C. Go 31	$1,235.00	$513.00	$722.00	$1,235.00	$513.00	$722.00		$924.00	($924.00)
D. GingerMan								$1,350.00	($1,350.00)
E. Labor Day Classic					$200.00	($200.00)			
F.Harvest Happening									
6. Club Jackets	$80.00		$80.00	$545.00	$321.50	$223.50			
7. Club Pins									
8. Club Shirts				$126.00	$122.00	$4.00			
9. Misc. (Books & WDC)							$352.00	$494.00	($142.00)
10. DVD Recorder								$460.28	($460.28)
Totals	$1,525.00	$2,569.69	($1,044.69)	$7,007.00	$10,305.47	($3,298.47)	$6,485.00	$13,074.27	($6,589.27)
Beginning Cash on Hand			$2,679.32			$4,933.10			$9,225.00
Ending Cash on Hand			$1,634.63			$1,634.63			$2,635.73

President's Corner *(Continued)*

(Continued from page 1)

everyone, some people got "immortalized" on video, and with the time of video taken, there may be enough to make a 5 minute clip for use inside Ford – although not likely as a commercial for public consumption, I'll bet we may see part of the fruit of their efforts during some upcoming "all hands" meeting.

With that as a segue…… We cannot have any conversation about Show 'n Go without reflecting on the incredible benefit our club gets by having the World Headquarters as a backdrop for our show. We enjoy support from Ford Motor Company. Many of us already recognize that Ford is not just a company, but it really is a compilation of

(Continued on page 19)

SAAC-MCR Monthly Meeting Minutes *by Kurt Fredrickson*

April 6
Meeting was called to order at 8:00 by Tom Greene.
New faces were Eric Goldsmith, Rebecca Seaman, Pat Casaday, and Stephanie Foltz, who was recently married.
Competition Dir: Darius Rudis: Track dates are set for Gingerman for July 15th and 16th. The SAAC-MCR and SVTOA events will be combined.
Financial Dir: Craig Shefferly indicated we have approximately $4000.00
National News: Jeff Burgy talked about the magazine test coming out comparing the 1968 GT500KR and the 427 Corvette. Also discussed was the 2007 GT500 Mustang.
Show Dir: Gary Roys reported that the Show 31 is shaping up nicely.
Membership Dir: Rich Tweedle indicated we have 119 paid members
Advertising Dir: Mike Riemenschneider indicated all ads are have been placed,
This&That: New Vehicles….Randy Betki owns a' 04 SVT Focus with Euro Package.

May 4
Meeting was called to order at 8:00 by Randy Betki.
New faces were Eric Miller from the Fairlane Club.
Competition Dir: Darius Rudis reported track prices would be going up for the next event.
Financial Dir Craig Shefferly indicated we have around $2700.00
Editor's Report: Mike Nyberg reviewed proposed articles for the next newsletter.
Show Dir: Gary Roys stated that he spoke with John Vermesch about attending Show and Go.
Membership Dir: Rich Tweedle indicated we have 124 paid members.
Advertising Dir: Mike Riemenschneider emailed to tell us that all ads have been placed.
This&That: SAAC-MCR is planning a Summer Cruise on Sunday, August 13th, starting at French Landing Park in Belleville and will cruise south to Grosse Isle. The new Shelby's will be built starting late May and all Magazines are reporting "IT'S FAST".

June 1
Meeting was called to order at 8:00 by Tom Greene.
New faces were Dino Garzanitti, Dave, and Dale.
Competition Dir: Darius Rudis reported the Track Event is on for Monday. A camera crew from New York will be filming the event and wish to ride along and interview drivers.
Financial Dir: Craig Shefferly We have around $1800.00
Editor's Report: Mike Nyberg reviewed the status of the articles for the next issue of the newsletter. All articles are due by June 10th.
Show Dir: Gary Roys stated two film crews will be at the show for filming and interviewing. Also, the new pre-production Shelby GT500 and the Ford GT will be there in the new Gulf colors.
Membership Dir: Rich Tweedle indicated we have 127 paid members.
Advertising Dir: Mike Riemenschneider stated the ads were working. We kept costs down by limiting paid ads to a two week run time before Show 'n Go 31.
President Report: Tom Greene stated he had to do some last minute arrangements at World Headquarters for the Show & Go to go on.

President's Corner *(Continued)*

(Continued from page 18)
people who make things happen. In other words, "the company" is simply comprised of people, and each of those people has more to do within their work day now than ever before – two such people are Janet O'Connell and Dan Duderstadt. These two people did much more than "just their jobs" and enabled us to be on Ford property. We all very much appreciate their enabling efforts.

Let's be clear however, NO ONE deserves more kudos than our members. YOU are the reason we have successful shows, and I thank each and every one of you.

Tom Greene, President

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.

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

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

2006 Events Calendar

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

Jul 15&16 SAAC-MCR GingerMan Open Track Event, "Hot Laps at GingerMan, South Haven, MI (www.saac-mcr.com)

Aug 13 SAAC-MCR Summer Cruise, French Landing Park, Belleville, MI (j427helfman@comcast.net or carmods@aol.com)

Aug 19 12th Annual Woodward Dream Cruise, Pontiac to Ferndale, MI

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

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

Oct 21 Fall Colour Tour, to Lake, MI, the home of John Guyer and Trish Judson. A Chilli Party is included in the event.

Check the SAAC-MCR website at; www.saac-mcr.com for the latest information about events.

Mike Radonovich knows how to enjoy the GO XXXI, open track event.
Image supplied by Rich Tweedle