



30
YEARS
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Shelby Life

**Shelby American Automotive
Club – Motor City Region**

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

Supportive Atmosphere Has Become the Trademark of Our Club



SAAC-MCR Members at the Annual Holiday Party, many of whom help the club achieve its' objectives.

I have talked about the Woodward cruise, Show 'n Go, the track events, our club's events of this summer, the national convention and all the fun we have all had, for past Fall articles. Speaking of the national club event, this year marked the second year in a row that I missed the National Convention as a result of an engine failure, and now, even more than in July, I feel badly about not participating in the national annual event. Missing this year's event at VIR was a major loss. In the words of..... somebody, there is always next year.

Now, back to my favorite subject – you, the members. Every now and then I feel compelled to tell everyone about the wonderful bunch of caring and supportive folks that comprise the heart and soul of this club. You are the folks who help each other, help the club achieve our objectives for the year (which is characterized as having fun and enjoying each other and the cars), and help make sure that everyone enjoys the supportive atmosphere that has become the trademark of our club. Thanks to all of you, it works for all of us.

The Fall color tour is coming up on October 21. The fall color tour has become a tradition of the members and friends going to John and Trish's house at Big Norway Lake, visiting the Autodrome, viewing and appreciating John's handiwork on his hardwood floors, and enjoying

the chili that the participants bring for everyone to sample. There may be a bonfire, and even if not, there is the enjoyment of each other's company, and the opportunity for mixing a couple of our favorite things, cars and people – it's a great time, enjoy it.

The end of the year and impending snows cometh, so let's all stop and give thanks for the collective us – I appreciate you all. Thanks

“You are the folks who help each other, help the club achieve our objectives for the year (which is characterized as having fun and enjoying each other and the cars)”

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Labor Day Classic Open Track Event *by Mike Nyberg*

The September 3rd Labor Day Classic open track event at Waterford Hills Race Course, began with tech inspection at 8:00 am, in a light rain. Some of us were wondering if we should change from race to street tires. After the Driver's meeting, conducted by Bill Rowe, there seemed to be some break in the clouds. The track was not very wet as the open track session began at 10:00am. The track was dry by the time the first four group session was complete. The sun came out and the temperature was in the low 70's, ideal for keeping coolant temperatures from overheating.

There were 36 participants in the open track event. Most of the drivers had some previous open track experience. This was evidenced by the number of participants in each class: 10 Competition, 12 Advanced, 10 Intermediate and only 4 Novice. We had one participant who was in a class by himself. He had the longest lap time of over 4 minutes. John Yarema brought his bicycle and made a lap around the track before the open track sessions started to help dry out the track.

Instructors Gene Kotlinski, Bill Rowe, Al Small and James Mittle provided a valuable service for participants who would like to learn the best line to take for each turn and/or improve their driving skill. They also provided an opportunity for some people to see and feel what it is like to ride in a car, driven by someone who is very skilled at negotiating the Waterford Hills Race Course.

Bill Rowe did a great job in managing the event. The corner workers make sure the event was safe and fun. Everyone enjoyed the day and went home the way they came. It was a good day!



Bill Rowe managed the open track event , here he is conducting the Driver's Meeting.



Mike Radonovich coming out of Swap Turn, heading for the Finish Line in his 1999 Green Mustang SVT Cobra.



John Yarema had the slowest lap at the event, of over four minutes. No hands on the steering wheel is a NO NO!



Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 132 members

New members include: John and Cindy Brosius, Fred and Sheryl Kiemele

Wood Brothers' Museum

by Steve White

One of the unexpected pleasures of traveling to SAAC-31 at VIR from Detroit this year was an opportunity to take in a slice of grassroots NASCAR history. Traveling down I-77 into Virginia then detouring off on Route 58 through Stuart, VA, Martinsville, on to Danville & VIR, or even farther in our case to South Boston, where our less than glamorous hotel was within 1 mile of the famous training grounds of South Boston Speedway, one gets a feeling of the origins of NASCAR. On our return trip, we made a brief stop at the famous shops of the Wood Brothers, now a museum of their racing history.

Currently, the present day race team is run by the children of Glen Wood, and is based in the Charlotte area, like most other modern NASCAR race teams. The Stuart shop is actually a more modern version of their early shop in downtown Stuart. The main building is 40,000 square feet, & a newer building is an additional 10,000 square feet. The later building was still under construction when they decided to move the shop to North Carolina. It served as a storage building for the first year or so of the move until they got settled (boy, I'd sure love to have a 10,000 square foot storage building!). The first two years in NC, they rented a building, & this year they moved into an existing building that had to be retro-fitted before they moved in, and is over 100,000 square feet – more than twice the size of their Stuart shop!

The museum is run by Glen's wife Bernece, and she'll spend as little or as long a time as you want talking about anything in their history or current team. Since Marcus Ambrose had just finished a career high 4th in their truck at Daytona a few days before our visit, I talked with her a little bit about that & his challenges of coming over from Australia to NASCAR (both in learning this new style of racing to him and the NASCAR politics of allowing him to drive).

Glen is now 81 years old, and is recovering from hip replacement surgery, & so he spends most of his time at home, & currently doesn't visit the museum or the race shops in NC too much.

There were four race cars on the museum floor; a modified with a big block FE engine campaigned by Richie Evans, an earlier modified type car run by Glen Wood himself, a Neil Bonnett T-bird, and a Taurus driven by their son Jon in Busch out of their team in a few races before moving to truck for Jack Roush (which made a financial relief on them of not having to deal with the high costs of repairs incurred by a young driver – it's better to let him get his experience on someone else's money!).

One of the most interesting features of the museum was the floor to ceiling framed pictures of their history and NASCAR in general. Some were their own, and some were ones given to them by members of the NASCAR community or racing at large. One was from Dale Earnhardt, Sr. Another was from Louis Unser at



The author's 1966 Shelby GT350 parked in front of the Woods Brothers' Museum.



Four race cars on the museum floor

Pikes Peak. However the one that left the biggest impression on me (and one I'm kicking myself for, for not getting a close up photo of!) was a matted frame that had pictures of every driver that had ever won a race for them, with a brass engraved plate below each picture with the drivers name, how many races run for them, how many wins, and how many poles. Naturally, David Pearson was their most prolific and successful driver by a long shot.

Having suffered through 90 minutes of Wide World of Sports on ABC as a youth to catch the combined total of ~3 sequences of racing that often featured the Wood's success, and sitting in a movie theater with my Dad to watch B&W closed circuit TV of the Indy 500 & seeing the Woods help Jim Clark to a win, it was truly an honor to get a chance to visit there, and one I'll never forget!

SAAC-MCR Summer Cruise *by Mike Nyberg and Steve White*



Lunch in a park like setting was provided at the home of Phil & Sharon Buccini. Sharon is holding their son Dino and their twins Philip and Brendan are next to Phil

SAAC-MCR Summer Cruise participants: L to R (Back Row) Mary Ann Sexton, Jerry Helfman, Steve White and John Yarema; (Middle Row) Erin Garzanti, Zelda Grant, Penny Nyberg, Bob Grant, Cathy White, Mike Nyberg, Rich & Sandy Tweedle and Tom & Phyllis Greene; (Kneeling) Kurt Fredrickson and John Logan

On a glorious mid-August Sunday morning in southeast Michigan, seventeen club members and friends participated in the first annual SAAC-MCR Summer Cruise. We gathered at the French Landing Park, located on the eastern point of Belleville Lake, between 9:30am and 10:30am. A total of 9 cars ranging from Cobras (continuation, kit, & SVT), late-model Mustangs, a 427 '66 Fairlane, a recently equipped 5-speed BOSS 302 and a Red F250 Crew Cab pickup showed up. Tom and Phyllis had their grand daughter, Kaitlyn, with them, so they needed some extra space, which the new truck amply provided.

The organizers of the cruise, John Logan and Jerry Helfman, had carefully researched, planned, and pre-ran a route for the cruise. The only drawback was the numerous railroad crossings in poor condition (at least six of them!) – so we now know where our hard earned state and federal tax dollars are not going! The cruise route was along several tree lined roads through Southern Wayne County and around Grosse Ile. The

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Cruise participants lined up in French Landing Historical Park located on the eastern end of Belleville Lake. Organizers Logan (seated in his Cobra) and Jerry Helfman (standing by his 1966 427 Fairlane) are ready to lead the cruise.



Steve and Cathy White's 1996 Mustang SVT Cobra and Sandy Tweedle's 2006 Mustang on the lawn in front of Buccini's home.



Kurt Fredrickson's 1969 Shelby GT500 Convertible is pictured in front of Bob & Zelda Grants 1987 Mustang GT Convertible

The wonderful picnic lunch was prepared by ED & Debbie Borga.

They cater for all occasions and can be reached at (313) 779-4723 or edborza2003@yahoo.com



Summer Cruise *(Continued)*

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women on the cruise fell in love with several of the beautiful homes on the island. One of the homes we passed just happened to be featured in that Sunday's paper as an auction home of 16,000 sq. ft. and had been previously listed as \$9 million (rumored to have finally sold to a pair of realtors for ~\$4.5 million)!

The goal of the cruise, besides enjoying the cars, was to end up at Phil and Sharon Buccini's house on Grosse Ile. Phil and Sharon were very generous in providing lunch for all of us. They have a home in a park like setting that easily accommodated our cars in the front yard and two canopies for picnic tables in the backyard. Their relatives, Ed and Debbie Borza, who own Catering by Ed, prepared a delicious lunch. No one went away hungry. We enjoyed the opportunity to swap stories during lunch and relax before the journey home.

After lunch Mike Ennis of RM Auctions, Inc. stopped by and gave a short talk about how good classic cars are as an investment, but cautioned us to buy smart. He, also, talked about the advantages of selling a car at an auction.

On the way home, ten of us stopped and surprised club members Randy and Kathleen Betki, at their home on Grosse Ile. They had just gotten back from a motorcycle trip around Lake Michigan and hadn't heard about the cruise. Randy gave the men a tour of his carriage house which has several interesting collector cars and many car parts. While the men were drooling on the cars, Kathleen showed the women the house. Penny Nyberg informed Mike that he missed the best part of the tour!

We had a beautiful day for the cruise, a chance to drive our cars; good roads with nice scenery, an excellent lunch, and an opportunity to develop friendships. We are looking forward to the 2007 SAAC-MCR Summer Cruise.



Summer Cruise participants looking at interesting items in Randy Betki's

Ford Fan Appreciation Day *by Mike Nyberg*

This year the Ford Fan Appreciation Day was held at Ford Field in downtown Detroit. Two members of the FME SAAC-MCR displayed their cars at the event. Randy Burns displayed his 1968 Acapulco Blue Shelby GT350 Convertible and Mike Nyberg displayed his 1970 Yellow Mustang BOSS 302. We both had to wake up at about 4:00 am to be at Ford Field by the required 6:00am set up time. I misjudged how light the traffic would be at 4:30 am and arrived at Brush Street at 5:30 am. There was a vendor display truck parked in the center turn lane on Brush Street in front of Ford Field, so I also parked there facing the Rencen in the early morning darkness. Organizers arrived at 6:00 am and we parked our cars on a brick pavers "patio", just south and across the street from Comerica Park. We were joined by two Mustangs modified by Dynatek racing and later in the day by two Mustangs modified by Classic Design Concepts.

Randy had a team of people to help him display his car. Ed Hanson showed up with Randy's two nephews, Trevor and Jordan. Next, Pat "Kid" Casaday showed up just in time with a white surf board he had paint the night before. The team then designed a system for attaching the surf board to the roll bar and windshield of the topless Shelby GT350. The resulting package attracted a lot of attentions from the spectators.

The afternoon sun got very hot. Fortunately, Randy had a portable canopy in his trunk that he assembled to give us shade from the sun. We all spent some time viewing the Ford car displays, watching fans get autographs from Ford NASCAR drivers and collecting

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The two FME cars displayed during the 2006 Ford Fan Appreciation Day event at Ford field. Mike Nyberg's 1970 BOSS 302 is pictured in front of Randy Burns' 1968 Shelby GT350 Convertible with a white surf board attached to the roll bar and windshield.

A Clutch Situation (Deciphering Late-model Mustang Clutch Cables)

By Steve White with great assistance and photos by Mike Beltaire

One of the more popular & least expensive modifications made on late-model Mustangs is the change to an adjustable clutch cable. It won't make you go any faster, but you'll have a feeling of (ego) power from being in control of the clutch pedal adjustment. How dare Ford make a self-adjusting cable that is out of your control!

Much of the negativity that comes to the much-maligned stock self-adjusting clutch comes from the rumoring of the plastic self-adjusting quadrant breaking teeth. Truth be told, I have 88,000 miles on my '96 Cobra with it's stock cable & self-adjusting quadrant, & everything is still working fine. I think that where the bad-mouthing originated is probably from the Mustangers with 650HP super-charged or dual turbocharged engines that need a beefier clutch to control that power, & the stronger clutch is what over powered the stock plastic self-adjusting quadrant.

If you've made the decision to go adjustable, there's a few things you should know. When shopping for a cable, you will run into a lot of conflicting application info. Some will say the cable is universal & fits all years from 1979 to 2004. Others break it down by 5.0L (regardless if it's Fox or SN95 bodied), & some will separate the types by Fox or SN-95. In reality, there are three basic versions based on body & engine: 1979-1993 5.0L, 1994-1995 SN95 5.0L, & 1996-2004 4.6L. You can get most cables to work on other applications, but they won't fit as well as the one for the proper application.

The list & table below outlines the basic areas of difference: overall length, the mid-cable mounting bracket to the K-member, & the position of the bracket on the cable. Take some time to read through & understand the list, & look at the accompanying photos. Also, remember, buyer beware – most all of the aftermarket adjustable cables are made off-shore, & while they may look OK out of the box, their durability & friction in use does not compare to the OE cable.

- 1) **Cable End: Clutch Side**
 - a) '93- cables use a nylon housing end, with exposed cable, and fixed (non-adjustable) end
 - b) '94+ cables use a nylon housing end with a protective boot over the cable, and fixed (non-adjustable) end
 - c) Adjustable cables are similar to the '93- cables, except they use a threaded rod at the end of the cable with adjustable fork engagement nut and a jam nut
- 2) **Cable End: Firewall**
 - a) '93- use a large nylon end with a rubber bushing (metal frame)
 - b) '94+ cables use a plastic end, with rubber bushing surrounded by a plastic shell, and a [metal backing plate against the firewall](#)
 - c) Adjustable cables (most) use the same design as '93- (i.e. metal frame)
- 3) **Cable Bracket**
 - a) '93- [angled frame](#) rail bracket
 - b) '94 – '95 similar to '93-, but slightly shorter
 - c) '96+ short [angled K-member](#) bracket with offset cable mount
- 4) **Use with firewall Adjusters** (*future article topic in more depth*)
 - a) '93- large nylon end fits well with most firewall adjusters
 - b) '94+ difficult due to small plastic end – requires bushing
- 5) **Pros/Cons**
 - a) '93- stock cable is less expensive than '94+ stock cables (from Ford Racing)
 - b) '93- stock cable is shorter and a tight fit for SN95 5.0l cars, may not work with '96+ 4.6l cars.
 - c) Stock cables are considered strongest cables available, but are only adjustable by a firewall adjuster.
 - d) Adjustable cables are generally suspected of stretching, binding, breaking, and experiencing housing collapse. Stretching causes an inconsistent engagement point, and binding generates an increased pedal effort.
 - e) Adjustable cables can be used with non-adjustable quadrants (usually solid aluminum), but require either a firewall adjuster or adjustment from underneath the car.
 - f) Stock cables require either a stock self-adjusting quadrant, or a solid after-market quadrant with a firewall adjuster (*another future article topic in more depth*).
 - g) Cable length: '93- < '94-'95 < '96+

A Clutch Situation *(Continued)*

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While I will use an adjustable cable, firewall adjuster, and double hook quadrant in the Fox-bodied track car I'm building up as durability and pedal effort won't be an issue in that application, I'll stick with stock on my mildly modified street car.

| Cable | Engine | Bracket to Firewall | Bracket to Bellhousing | Overall Length |
|-------------|--------|---------------------|------------------------|----------------|
| 1993- | 5.0L | 19.5" | 25.25" | 45.75" |
| 1994 - 1995 | 5.0L | 21.5" | 26.5" | 49" |
| 1996+ | 4.6L | 26" | 30.5" | 58" |

(approximate measurements, +/- .5")



Firewall Adjuster
Left: 1993 firewall bushing (stock-removed)
Right: Firewall adjuster
Middle: Clutch cable, bellhousing end, clip



Firewall Bushing
Top: 1995 clutch cable
Middle: 1996 clutch cable with firewall bushing removed
Bottom: Bushings used for SN95 cables with firewall adjusters



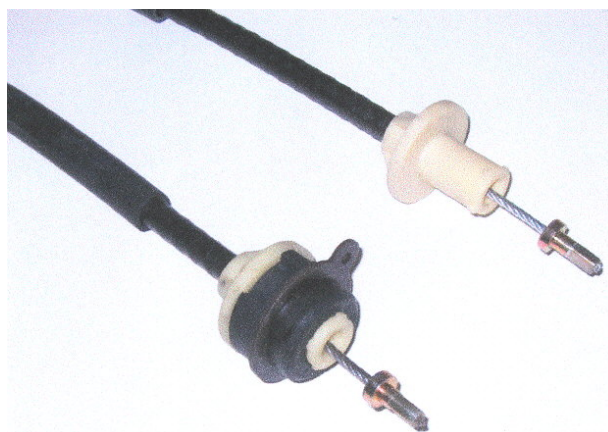
Mounting Bracket

Top: 1993-
Middle: 1994-1995
Bottom: 1996+



Bellhousing End

Top: Stock 1994+
Middle: Aftermarket with adjustable end
Bottom: Stock 1993-



Firewall Bushing

Top: 1993 cable with firewall bushing removed
Bottom: 1993 cable with original firewall

2006 Rolling Sculpture Car Show *by Mike Nyberg*

The Rolling Sculpture Car Show in Ann Arbor is a unique experience. Unlike other events for individual makes and models, the show welcomes anyone with an interesting car and \$15.00 for registration at the gate on Washington Street at Fifth Avenue.

Cars are parked along the streets mostly first come, first parked basis, so you might find a BOSS 302 next to a Corvette next to a '34 Ford chopped and channeled coupe. My wife and I went to the event with another couple and his friend, both owned Corvettes. We arrived about 1:40 pm and got parking spots on Main Street at the corner of Liberty, right in the center of the activity.

Several members of the SAAC-MCR brought their cars to the show. Erin Garzaniti and Jim Binder parked in the volunteer's parking lot, because they helped with registration. Ed Hanson and Randy Burns parked next to one another on Main Street.

Randy Betki brought Lincoln Mercury's (LM) prototype 1976 Capri II R/S. This is the original prototype of which less than 50 cars were built and sold to the public. In Europe the Capri R/S was tearing up the tracks. LM wanted to put it up against the Corvette. However it used a different engine than the Capri's shipped to the States. LM contracted American Sunroof Corporation (ASC) to do the conversions on USA Capri's. It took 8 men 40 hours to do just the body modifications. LM decided it was too expensive and cancelled the program. Fewer than 50 cars were produced. All of the production cars came with standard US emission 2.8L engines. The prototype features a prototype 2.8L V6 turbocharged engine. Talk about rare! Randy says he knows of only three other cars still in existence. Prior to the program being cancelled, and before the turbo engine, Car and Drive used it for their lead cover story in the January 1977 magazine. In a strange twist in record keeping, ASC ended up with the prototype's title, not LM. While the production cars were sold through those LM dealers who handled Pantera's a couple of years earlier, ASC was stuck with the prototype. Randy obtained the car in the fall of 1977 from ASC after the program was cancelled. He is the original and only owner of this vehicle. Car and Driver representatives were supposed to be at the show. Since this is the car's 30th Anniversary, Randy thought they might want to do a follow up article. After all, how many feature cars survive 30 years?! However it looks as though no one from C&D saw it. If they did, any notes they left on the car were washed away with the rainstorms, which had many owners scurrying for cover in nearby restaurants.

I talked to Audery Zavodsky, a successful women race car driver, who works for Ford Motor Company. During her 8 year racecar driving career, Audrey has won a number of races, including the Inaugural Women's Global GT series race at Road Atlanta; Panoz GTS Pro at Mid-Ohio; Panoz GT Pro and GT at Mosport Canada and Sebring Florida. She is consistently among the top 10 finishers in her races, more often than not finishing in the top five. I talked to her about an overheating problem I am experiencing during open track events and

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Erin Garzaniti's Cobra is under the car cover, next to Jim Binder's Sperformance Cobra



Ed Hanson's (Left) 1967 Mustang 2+2 is parked next to Randy Burns' 1968 unrestored Shelby GT350 Convertible



Randy Betki's 1976 Capri II R/S

Rolling Sculpture (Continued)



Audery Zavodsky is a successful race car driver who works for Ford Motor Co.

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she gave me a contact at Ford that might suggest some improvements.

We enjoyed watching and talking to people, despite the rain and lower than normal attendance. Some of the people who attended



Mike & Penny Nyberg with friends, Elvis Presley and Gene Simmons

the event are not the typical car enthusiasts. There is no fee to look at the cars and many of the lookers were people who had eaten a late lunch or dinner at one of the many restaurants along Main Street. They may not have known much about the cars, but, enjoyed seeing them and being a part of a big event. We are looking forward to the event next year.

Ford Fan Appreciation Day (Continued)



Ford Fan Appreciation Day fans in the background walking north on Brush St. to participate in the Ford Ride and Drive event and obtain autographs from Ford NASCAR drivers

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posters and other souvenirs. Randy and his nephews won a contest for loading a Ford SUV with camping equipment in record time.

Towards the end of the day two Lions football plays came over to

look at our vehicles. We packed up the canopy and folding chairs at 8:00pm and headed home. It was the end of a long day, where we hoped we had helped people get excited about buying a new Ford vehicle.

SAAC 31—Virginia International Raceway *by Jeff Burgy*

SAAC 31 was our first time at Virginia International Raceway (VIR), and, judging by the response of members and track officials, it probably won't be the last. Nestled in the woods right across the border from North Carolina (the route leading in has you cross into NC on your way to VIR) is one of the most beautiful track facilities I've ever seen.

The track opened on 1200 wooded acres in 1957, where a young driver named Carroll Shelby won the first feature race, driving a Maserati 450S. The track fell on hard times during the fuel crisis of the mid-seventies, and reverted back to farmland for many years. In 2000, VIR was re-opened as a world-class sports car racing facility, after many improvements including repaving the course, and setting up a restaurant, hotel, and art gallery on site. I was fortunate enough to get a room at "The Lodge" (the on-track hotel, with 27 rooms), and really enjoyed being so close to the action. You could see the track clearly from the porch of the hotel, and all of the rooms had tall director's chairs on the veranda, so tired racer's could bench race the night away – a really great feature.

SAAC 31 featured two new car show venues replacing the old "Popular Vote" car show, a "Show n' Shine" and "High Performance Motors". The "Show n' Shine" format was open to all participants, no matter what model of Ford-powered car they drove or whether it was stock, custom, or "pro-streets", any style was accepted. The "High Performance Motors" format was for original Shelby products only, in near-stock condition. The criteria was that the car had to be built in the sixties (no replicas or clones), and look like it would have in the sixties or early seventies – no metalflake paint, no 17" wheels, no EFI powertrains. Period-correct over-the counter Shelby accessories from the sixties were OK, but no billet aluminum, and no radical customization.

The idea behind the new show changes was to encourage more members to bring their cars out to the Convention. Many members have a Shelby that they have not restored yet – this venue made a place where un-restored cars were just as welcome as fresh restorations. You no longer had to have a "show" paint job to consider entering your car. It also provided close-in parking for Shelby-type cars among

other Shelby cars, instead of out in the fields with all of the motorhomes and rental cars.

Another advantage of this format was that a group of volunteers did not have to spend all afternoon collecting or counting ballots. The judging was very informal, and done by a team of Shelby experts. All participants who entered a car in either the "Show n' Shine" or the "High Performance Motors" show got a very nice cast medallion as a memento for bringing their car out. Reaction to the new show formats seemed to be very positive.



Original Cobras on the track (Erin and Dino standing beside CSX2045)

Mother nature was very good to us this year – no rain the whole week-end, and, even though it was around 95 degrees, the humidity was fairly low, and gentle breezes kept the heat tolerable. There are quite a few trees around the paddocks, providing welcome shade from the mid-day sun. There were old and new parts in the parts swap area, and a couple teams of professional photographers roaming around catching all of the action on the track.

Competition in the Concours was, as usual, fierce. There was an original Dragon Snake Cobra, a 289 FIA that had not been seen before, Shelby GT350R number 5R001, and Dan Case's unrestored 289 Cobra, CSX2310. The concours participants and judges were treated to covered parking just off of the paddock area. The swap meet guys had to deal with the sun, as did most of the racers who were not signed up for one of the pit garages or garage/suite packages. The paddock area was filled with 18 wheeler rigs bearing race cars, show cars, and replicas. Barry Smith from Roaring Spring, PA, was there with his continuation Shelby's, including a "Super Snake" tribute model. Unique Performance out of Texas was there, but, due to a breakdown, their rig got there too late to

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Front row of Cobra photo shoot—estimated value—\$40 million (!)

SAAC 31 at VIR *(Continued)*

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park in the pits – they were already filled up. Rigs from Factory Five and Superformance were there with Cobra replicas, Daytona replicas, and Ford GT replicas. There was also a display of original Cobras from The Shelby American Collection in Boulder, CO.

There were a LOT of original Cobras at this Convention. On Sunday morning, the owner's of the original Cobras got together on the track for a photo session. A pack of 28 original Cobras lined up for photographers, led by the priceless vintage race cars brought out by The Shelby American Collection. Among their display they had a Daytona Coupe, a Dragon Snake, and two 289 FIA cars. What a sight to behold!

A number of SAAC-MCR members made it to the Convention – the Guyer's (naturally), Shefferly's, Jim Binder with his exquisite 4000 series Cobra, Steve White and family (with the Hertz car), Ken Costella and family (with two cars, a '94 Indy Pace Car and a '65 GT350). Mike Friedlander was there with his BOSS 302 Trans-Am car, and Dino and Erin Garzaniti with the burgundy 289 street Cobra. Erin had planned to bring her 7000 series FIA car for the Vintage Race, but scrubbed the plan in the eleventh hour. Erin won the "Chuck Cantwell" award in the 289 Cobra class in the "High Performance Motors" show with her beautiful burgundy roadster – congratulations!

The route given by AAA and Mapquest to get to VIR, via Rt .58, turned out to be a real nightmare, and a vicious test of brakes for those towing their cars. After conferring with several locals about alternatives, we decided to take a longer route home that ran across interstate highway instead of through the hills. The longer route didn't really take much longer, because we could keep up to highway speeds, and it was far easier on the equipment and drivers. Next years' Convention will be in Tooele, Utah, at the new Miller Motorsports Park. See you there!



Jim Binder's recently completed CSX 4000 Cobra



Erin Garzaniti's award-winning 289 Cobra



An incredibly detailed 1966 GT350 in the Concours—competition was TOUGH!



High—Performance Motors display (Craig Shefferly photo)

9th Annual Fall Picnic

by Mike Nyberg

The 9th Annual SAAC-MCR Fall Picnic was held on September 24th at Turn 6 of the Waterford Hills Race Course. The weather was cloudy, windy and cool, but, that didn't keep the diehard club members and serious race fans away. Some got to the site early to set things up for the picnic. Sean Foltz brought his canopy to provide cover for the food table.

Will Weber purchased all the necessary food to prepare an excellent picnic lunch for the club members. He arranged to have a large charcoal grill available to cook the hot dogs, brats and hamburgers on. He set up the grill and loaded it with charcoal. It was good to stand near the grill to keep warm, after charcoal got hot. He had baked beans and chili for the hot dogs warming on the grill while he cooked the meat. Will, also, had potato salad, potato chips and cookies available. Liquid refreshments included bottled water, pop and Kool-Aid. The picnic lunch was so good most of us ate too much!

(Continued on page 19)



Steve Hynes' Red and Black 1996 Mustang competing in a Group 4, Big Bore race.



Picture at Left:
L to R: Back Row;
Cindy & Gray
Roys, Sandy & John
Yarema, Tim
Young, Craig
Shefferly and Will
Weber. Front
Row; Sandy
Tweedle and
Penny Nyberg.
John Logan and
Rich Tweedle are
in the back ground
doing a parade lap
in John's Tiger.
Not pictured are
Sean, Stefanie &
Emily Foltz.



Cragel family, L to R:
Back Row; Greg and
Nancy. Front Row;
Megan and Jaremy.



Randy Knox next to his Red 1967 Shelby GT500. Craig Shefferly's Blue 1967 Shelby GT500 is behind Randy.



Rich Tweedle (left) and John Logan (right) after their parade lap in John's Red 1966 Sunbeam Tiger

SAAC 31 Open Track Event at VIR *by Steve White*

A SAAC National Convention is a potpourri of events designed to cover the wide range of differing tastes of its members. There are Popular Vote car shows, Concours events, vendor "swaps", open track, vintage races, banquets & speakers from the era. Many of these run concurrently, so it's hard to cover them all. Since my preference of the variety of the options runs to the track side, I didn't have much time to catch any of the other events, but fortunately Jeff Burgy did & will capture them elsewhere in this issue of Shelby Life (I'm looking forward to reading it myself, to see what I missed while I was track-centric!). Most of these events took place inside the track, while the cars on track lapped around them.

Every SAAC National Convention includes an Open Track portion, & SAAC-31 was no exception. However, what was different was the setting, the lush and luxurious country club setting of Virginia International Raceway (VIR). Also, SAAC-31 included a high performance driving education school (HPDE) to kick off the track festivities.

The VIR complex is actually made up of a number of different courses that can be run separately or configured together to make a larger track. The North Course is a fast 2.25 17-turn course with significant elevation changes, and some portions with similarities to Laguna Seca and Lime Rock. The South Course is a 1.65 mile course, and in between the North and South sharing some of each courses surfaces is the Patriot Course, so named probably because its shape looks



Steve White in his 1966 Shelby GT350 during a SAAC 31 open track session at the VIR

similar to the three cornered hat used by patriot warriors in the revolutionary war! The full course is 3.27 miles, but it doesn't utilize completely the surfaces of each track as that is a physical impossibility, by the way, the courses are laid out and sharing surfaces. For the Open Track events and HPDE, the North Course was used. There was some activity going on at the South Course, with Dream Car garage filming segments for upcoming shows on *SPEED*, but it was closed off for us.

The track has been described as a country club for racers, and after visiting I could concur. There are 18 garages with 7 second story suites above them. There is also a 27-room trackside hotel. These were for the Doctors, Lawyers, Franchise owners and other well-

healed club members, and out of reach for us commoners. There was also a well stocked gift store, that in addition to the usual paraphernalia, also included driver and car supplies, such as a limited selection of helmets, driving suits, etc., not normally featured at other tracks.

On the Friday prior to the full schedule of events the HPDE School was held on the same course as the one we would be driving on for Saturday and Sunday. In addition to just learning more and becoming a better driver in general, you are able to learn about the subtleties of the specific track to drive it better, so I always try to take advantage of that & get a jump on those who don't. The class was limited to a total of 60 drivers (as opposed to over 100 cars for the open track days. Peter Krause was enlisted by SAAC to be the lead instructor. Peter was the development driver for the track when it was reconstructed, and as such took many people on laps of the track to help sell them on it & buy memberships, and said he has about 10,000 laps on the track and 25 race wins there, including last years SCCA class champion for his class – so we think he was well qualified for the job.

The class of 60 was broken up alphabetically into 3 groups of 20. One group would be in class, one group on track, and one group that just came off track, checking your car, and preparing to go to class. Drivers used their own cars for the class, so this gives the added benefit of learning how your specific car and set-up performs on the same track. The students rotated through this routine 4 times through the day, after the initial orientation session in the classroom. Turn-in, apex, and turn-out cones were provided to help learn this new track, and volunteer riding instructors familiar with the track were available to those students who wanted to take advantage of them (this was purely up to each driver).

After the first two sessions and lunch break, we went back out again. However, this time it was a little different. Some turns had the cones in completely different positions & made a totally different line! This was really confusing, after working really hard on the defined line in the first sessions. The changes though were more natural and made for a better line, as I never really felt the line defined in the morning was proper. When we came back for our next classroom session, Peter asked slyly if we noticed any difference in that run. He then admitted they changed the cones from the early sessions. He never said why, and if it was intentional or someone just made a mistake in the original set-up, or what. I think they were playing mind games with us and seeing how much blind faith we had in the instruction!

For the final sessions, Peter went out to a few corners and made notes of car numbers & what his impressions were – what was right or what was wrong, and improvement suggestions.

Saturday and Sunday were traditional track days, with four run

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VIR Open Track (Continued)



Dick Smith un-retired long enough to blast by a few of the Vintage race entrants. His CSX3035 is the fastest Cobra in the world! In 1967 it was certified at 198 mph at Daytona. Talk about a history!

(Continued from page 13)

groups established. It's always hard at the Nationals to get balanced run groups based on skills, and the B & C groups are the intermediate experienced drivers, just split to balance run group sizes, without any regard to the wide range of skills within those groups. The size and diversity of the groups often results in parade laps, with occasional burst of speed for a few turns, or if lucky a lap or two at best.

Yours truly represented MCR in both the HPDE and two full days of Open Track. For a number of years now, they sell Open Track time in half day increments, so four increments had to be purchased to get the two days. It was the most trouble free event for my GT350H that it's ever been. No tire wear issues, equal tread temperatures across the face of the tire, no coolant leaks or overheating, and not brake pad or need to bleed the brakes over the entire event! I did not have to do one bit of maintenance during three full days of track. Pretty impressive!!

A relatively new feature of National track events is to allow low speed parade laps with riders during lunch breaks. A pace car is on track to keep some level of control. A \$10 fee was also assessed to each vehicle as they entered the pre-grid. This was so successful that it was overly successful and actually caused problems. Over 200 vehicles converged upon the track for Saturday's lunch break session! Congestion was so bad one would've thought they were in rush hour traffic on (insert any Detroit area major road/freeway here)!! They responded Sunday by breaking it up into 20-minute groups and once the first group filled up, the next drivers had to wait for the next run. The only disappointment was that those who'd already paid a considerable fund for open track time should have been allowed to take family & friends for free, and those that didn't run the track event and wanted to take their street car out on the parade be assessed the fee.

Sunday also featured a Vintage Race, which is also becoming a standard feature of SAAC conventions. Well over 30 vintage race cars participated in a journey back in time, and then some! Probably 2/3's of the cars were GT350's, with a handful of Boss 302 Trans-Am cars, some Mustang A/S & T/A cars, a few Tigers & Co-

bras, a even the former Ron Gable's beautifully prepared "Bumble Bee" Dodge Dart filled out the field. SAAC-MCR's own Erin Garzaniti was entered with her CSX7000 competition continuation Cobra, but was unable to bring her car and run the race due to engine problems, although she was listed as qualifying 20th & finished 11th in the SAAC Snakebite Bulletin! She said it was the least expensive race she ever ran!! It was intended to have two races, but for some confusing reasons, even to the participants and Open Trackers sharing track time, everyone able to run filled one large race. Seeing this group barrel down the hill out of the last turn right-hander, down the front straight, past the oak tree marking the apex of the slight kink in the straight, and heavy braking into the 180 degree right hander & off to the next turn was truly art in motion!

The Regional clubs seem to do a much better job of matching experience & capabilities to run groups for Open Track, based on my experience with numerous regionals (Motor City, Northwoods, Ohio, New York regions) at various tracks. I have discussed this at length with Rick Kopec, and the justification is that the National cannot know the experience of the wide range of participants that come to it, versus the regionals that know the regulars to their events. I would dispute this, as while there are repeat participants that are known at the regional events, there are also many new participants. My observation as to why the regionals run smoother is they ask for a few additional basic questions about the car's ability & driver's experience. At the nationals, they already ask what type of car you're bringing, but the regionals usually go a few steps farther and ask what size engine (you can't assume stock size engines in this day & age), estimated horsepower, if the tires are street or competition type and sometimes what size. For the driver, they don't just ask what general category experience you think you are, but how many of these type events you've participated in. I think with a few easy additions as mentioned, they could do a much better job of grouping cars and drivers. It would also be helpful if the management of the track sessions would have a chance to get out and around the track to see how well things are going and make adjustments, rather than setting up camp in the tech barn for the duration. This is a basic premise of management training, of which I know a little about. There are other tips too. I have passed my suggestions on to Rick, and offered my personal help, but we'll have to wait and see if SAAC-32 at Miller Motorsports Park in Tooele, Utah to see.

Just surviving 3 days of track with 95 degree heat with no serious problems is a victory!



GT350's battling it out on the race course
Craig Shefferly image

Down River Cruise Kick Off Party *by Randy Betki*

As most cruises in the area, the Down River event had its share of starter parties. However, the guys who are building the latest SVT Shelby Mustang GT 500 really know how to throw a party. Not only do they cater in some king size cruise cuisine, they invite all their Shelby Mustang buddies to display their original cars. John Moore, SAAC-MCR member and GT 500 launch manager, decided that if the Flat Rock Plant was going to sponsor The Down River Kick Off Party, they might as well do it right! He finagled a few fantastic originals to partake of the festivities. Not only to partake, but to be set center stage, inside the Sibley Gardens Banquet Center. On hand were:



Neat owners and their cars



Not everyone thought fast toys were just for the boys and they let their opinions be known

Live music, good food, nice looking...what a way to start a cruise. Just to make sure everyone got in the mood, the Sibley Gardens personnel made sure that all the owners left their mark in the parking lot while exiting the building. Tire smoking, rubber burning, pavement pounding, and as some would say "peal out". Nothing like the roar from the "Real 427" Cobra to get the blood pumping from those standing next to the door, as well as those in the neighboring area. Even the very mild mannered, and law abiding, Mrs. Betki, let the rear tires chirp on a 1-2 shift when she turned onto Fort Street. A night that will be remembered by many. For such a momentous occasion, it was only proper that a group of Shelby owners and their cars not only kick off the party, but, also to rise above and leave a most lasting impression of what cruisin' is all about.

Department of Corrections

Steve White pointed out two errors in the previous issue of *Shelby Life*, on page 16 of John Logan's "Calibrating Holley Carburetors" article.

The last sentence of the Power Valve section should read, "If you are interested in fuel economy you want to select a valve with the **lowest** number that doesn't cause surging during acceleration."

The next to the last sentence of the first paragraph of "Adjusting Vacuum Secondaries" should read, "As the engine RPM increases, the **venturi** vacuum rises to a point where the diaphragm overcomes the force of the spring."

Woodward Dream Cruise

by Randy Hayward, images by Mike Nyberg

Waiting for the Woodward Dream Cruise is like waiting for Christmas day. And like most kids on Christmas we could not wait to show off what we had to our friends. So on August 19th I headed to Woodward Ave to see what everyone had to show off. Our holiday had arrived, the World Dream Cruise. The "Woodward Dream Cruise" is a holiday for car lovers all over the world.

I cruised Woodward Ave in my 1965 AC Cobra replica as if I was in a parade and it was my job to wave at the thousands of spectators lining the sides of Woodward. The Woodward Dream Cruise still amazes me, even after attending the largest car cruise in the world for the past eight years. My destination was the city of Birmingham. It seemed as though Birmingham was the epi center. After parking the car and walking towards what seemed like a few Cobras it was amazing to see a large number of AC Cobra replicas in one place. I met Doug from the Great Lake Cobra Club and he said that the club had about 50 cars in attendance. After admiring the great Cobras I walked around trying to focus on one car at a time. While enjoying the cars I was engaged in great conversations about horse power, build time, the car that got away, or what is being built in ones garage. As I walked towards a 1969 GT 500 Shelby I heard a familiar voice. I turned to see Dave Clack of Classic Auto Showplace enjoying the many Fords that were parked near by as well as looking for cars to sell in his showroom. He currently has 70 cars in his showroom, one of which was formerly owned by me. Dave began to describe a 1967 GT 350 Shelby that he was selling, and the more he described this car the more it sounded like a Shelby I had owned. What is more amazing Dave has discovered that he owned that very same Shelby in 1986. Talk about coming full circle.

After leaving Dave I noticed a gentleman by the name of Mike cleaning his 1968 GT 350 which looked as if it had just come from the car dealership. The rain did not keep him away. "Once you're out here

(Continued on page 17)



Craig Shefferly's 1967 Shelby GT5000 at the right, parked next to several Mustangs.



Ed Ludtke (left) next to his 1970 BOSS 302 and Tom Houck (right) next to his 1967 Shelby GT500.



Jim Binder's 1965 Superformance Cobra



Randy Burns' 1968 un-restored Shelby GT350 Convertible was a Ford Motor Company featured car in Shain Park.



Dan Delich standing next to his 1965 Shelby GT350 Clone. John Yarema's 1965 Mustang is on the left.

WDC*(Continued)**(Continued from page 16)*

you're out here." Mike said. Mike went on to say "once it's wet it's wet". After leaving Mike and Sheila I began looking for SAAC members. Before getting to any club members cars I spotted a beautiful 1965 black Mustang with red interior owned by Rob. When asked about driving in the rain to get to the cruise Rob said it was "not as much fun to clean as to drive, but driving allows others to enjoy the car." Rob had to make a small sacrifice to get his great Mustang. He sold his Corvette to get his 65 Mustang.

Finally, I found a SAAC member's car. I found Craig's 1967 GT 500 parked in downtown Birmingham sitting in the shade of a small tree. It was very difficult getting a picture of the car because it was like a major star that entered the red carpet only to be surrounded by adoring fans. What a star.

As I looked at cars and took notes many people wondered what I was writing about. As I looked at A 1970 Mach I a gentleman by the name of Mike asked if I wanted to buy the Mach, but before I could answer his brother Gregg walked up and made it clear that Mike did not own the car. After a good laugh we began to talk about how cool Gregg's car was. Gregg also said he had received his build sheet for the 2007 Shelby GT 500 he ordered. I will surely look for Gregg in his orange 2007 Shelby GT 500 in next years Dream Cruise.

Not every car that was a Ford was a shining example of hours worth of hard work. I noticed a 60's Ford Falcon in need of a full restoration that had been driven from Canada. Our northern neighbor was sure to be a part of the American phenomenon

(Continued on page 18)

Mark Storm wiping the rain off his 1970 BOSS 302 in Shain Park.



Mike Lauer (Left) next to his 1968 Shelby GT350 and Rob Barkula (Right) next to his 1965 Mustang 2+2.



Walter Berti (Right) next to his 1970 Mach I and Mike Nyberg (Left) next to his 1970 BOSS 302.



Above: Ed Hanson's 1968 Fastback Mustang in Shain Park.

Right: Bill Cook's 1970 BOSS 302 also in Shain Park. Behind Bill's car is the Barrett Jackson Auction Company display featuring a Yellow BOSS 302 owned by the Senior Executive Vice President, Steve Davis.



SAAC-MCR Abridged Financial Report in USD

by Craig Shefferly

| Item Description | Aug-06 | | | Aug 2006 Year to Date | | | Aug 2005 Year to Date | | |
|--|---------|---------------|----------------------|-----------------------|---------------|---------------------|-----------------------------|----------|---------------------|
| | Income | Ex- penses | Income O /(U) Exp | Income | Ex- penses | Income O /U Exp. | Income | Expenses | Income O /U Exp. |
| 1. Annual Membership | 30.00 | | | 1655.00 | | | 1560.00 | | |
| A. Newsletter | | | | | 627.44 | | | 603.14 | |
| B. Hot Line Phone | | 24.31 | | | 196.08 | | | 205.64 | |
| C. Calendar | | | | | 399.75 | | | 367.38 | |
| D. Membership Cards | | | | | | | | | |
| E. Mailing Newsletters and calendars to Late Members | | | | | 15.00 | | | 51.04 | |
| F. Club Insurance | | | | | 1576.84 | | | 987.00 | |
| Sub Total | 30.00 | 24.31 | 5.69 | 1655.00 | 2815.11 | (1160.11) | 1560.00 | 2214.20 | (654.20) |
| 2. Monthly Meeting Food | | 170.58 | (170.58) | 85.00 | 1628.24 | (1543.24) | 98.00 | 1771.56 | (1673.56) |
| 3. Holiday Party | | | | 2000.00 | 3511.50 | (1511.50) | 2285.00 | 3943.50 | (1658.50) |
| 4. Waterford Fall Picnic | | | | | | | | | |
| 5. Programs | | | | | | | | | |
| A. Swap Meet | | | | 1561.00 | 784.92 | 776.08 | 2310.00 | 988.57 | 1321.43 |
| B. Show 31 | 1430.00 | | 1430.00 | 5997.00 | 3395.74 | 2601.26 | 7116.00 | 4334.87 | 2781.13 |
| C. Go 31 | | | 0.00 | 2927.29 | 3237.00 | (309.71) | 3034.11 | 3434.00 | (399.89) |
| D. GingerMan | | | | | | | 1280.00 | 3400.00 | (2120.00) |
| E. Labor Day Classic | | | | | 200.00 | (200.00) | | 611.15 | (611.15) |
| F. Harvest Happening | | | | | | | | | |
| 6. Club Jackets | 45.00 | | 45.00 | 855.00 | 321.50 | 533.50 | | | |
| 7. Club Pins | | | | 12.00 | | 12.00 | | | |
| 8. Club Shirts | 30.00 | | 30.00 | 536.00 | 122.00 | 414.00 | 977.00 | 1318.00 | (341.00) |
| 9. Director's Shirts | | | | | | | | 380.00 | (380.00) |
| 10. Misc. (Books & WDC) | | | | | | | 412.00 | 494.00 | (82.00) |
| 11. DVD Recorder | | | | | | | | 460.28 | (460.28) |
| Totals | 1535.00 | 194.89 | 1340.11 | 15628.29 | 16016.01 | (387.72) | 19072.11 | 23350.13 | (4278.02) |
| Beginning Cash on Hand | | | 3205.27 | | | 4933.10 | | | 9225.00 |
| Ending Cash on Hand | | | 4545.38 | | | 4545.38 | | | 4946.98 |

Woodward Dream Cruise

(Continued)

(Continued from page 17)

known as car cruising. There were other car spectacles that made me do a double take. I saw a 1970 Corvette that had a 1970 Mustang hood scoop attached to the Corvette hood. Talk about hood envy. After seeing the great, the strange, and the unrestored it was great to see a very rare car. A one of one Shelby. Barrett Jackson had on display the 1968 Shelby designated as the EXP 500 Experimental Green Hornet. It appears that someone with very deep pockets will be

able to bid at the Barrett Jackson Auction for this very rare Shelby. Start saving now and who knows you may have the EXP 500 before next years Dream Cruise. As I was preparing to leave I witnessed a 1951 Ford "Shoe Box" that had been extremely modified while maintaining its original look and driven from Florida. The car is owned by Gil Pepitone, who stated that he is the only Ford Power field engineer. Gil built his car with the understanding that it would be driven all over the world.

As I continued to cruise in my AC Cobra I felt like the holiday was slipping away from me. Similar to Christmas only the wrappers were left thrown about, and before I had completely enjoyed this cruise I was already looking forward to next years cruise.



SAAC-MCR Monthly Meeting Minutes *by Kurt Fredrickson*

July 6

Meeting was called to order at 8:00 by Tom Greene

New faces were Dino Garzanetti, Dale Royster..

Competition Dir: Darius Rudis reported that it was a great weather day at the GO 31 open track event. A camera crew documented the event to be used as part of a Ford internal motivational video.

Financial Dir: Craig Shefferly indicated the club has around \$6000.00 cash balance.

Editor's Report: Mike Nyberg thanked those that contributed to the last Newsletter.

National News: Jeff Burgy talked about the SAAC 31 National event and a half dozen SAAC-MCR members attended the event.

Show Dir: Gary Roys thanked all those that helped and worked the Show 31.

Membership Dir: Rich Tweedle was absent.

Advertising Dir: Mike Riemenschneider was absent

This N That: New Cars, Bill Rowe bought an F150, Randy Hayward bought a 1959 F150, John Moore bought a 2006 Mustang. John Logan and Jerry Helfman are planning SAAC-MCR Summer Cruise to Grosse Isle.

August 3

Meeting was called to order at 7:56 pm by Tom Greene.

Competition Dir: Darius Rudis reported that 24 members were at the July track event.

Financial Dir: Craig Shefferly indicated the club has about \$4600.00 cash balance.

Editor's Report: Mike Nyberg distributed the list proposed articles for the next newsletter, club members volunteered for articles.

National News: Jeff Burgy was absent.

Show Dir: Gary Roys stated that no shows planned until next year.

Membership Dir: Rich Tweedle indicated SAAC-MCR has 130 paid members

Advertising Dir: Mike Riemenschneider informed us that the Gorno Swap Meet is scheduled for February 25th 2007 and Show and Go is June 3&4.

This N That: John Yarema is going to look at a 65 Mustang Convertible for \$350.00 up north. John Logan spoke about the upcoming Club Cruise to Grosse Isle with a picnic, complimentary food will be provided.

September 7

Meeting was called to order at by Tom Greene at 7:58 pm

New Faces: Linda Schmeichel, Phil Jacobs new Lady Friend.

Competition Dir: Darius Rudis thanked Bill Rowe, who ran the last track event, Labor Day Classic, Sept 3rd.

Financial Report: was absent, but sent a report indicating SAAC-MCR has approx. \$4600.00 cash balance.

Editor's Report: Mike Nyberg distributed the proposed article list for the next newsletter and indicated the status looks good.

National News: Jeff Burgy absent.

Show Dir: Gary Roys absent. No shows planned until next year.

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

Advertising Dir: Mike Riemenschneider informed us that the Gorno Swap Meet is scheduled for February 25th 2007 and Show and Go is June 3&4.

This N That: John Yarema bought a 65 Mustang Convertible for \$350.00 up north. He stated it is a \$350.00 car and needs a lot of work.

A special thanks to John Logan and Jerry Helfman for the organizing the SAAC-MCR Summer Cruise to Grosse Isle. It was a great event, well organized and included an excellent lunch. The day was topped off with a surprise visit to Mr. Betki's residence, with a tour of his Carriage House. Randy spoke of a Ford GT gathering in downtown Detroit, and the car owners that attended treated him like a celebrity, once they discovered he had helped engineer the vehicle.

9th Annual Fall Picnic *(Continued)*

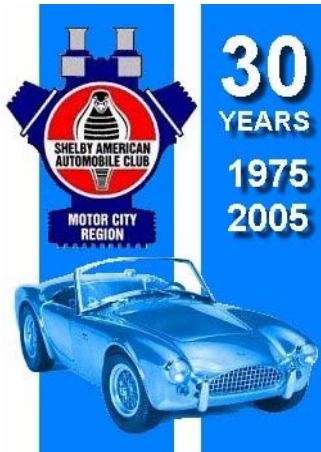
(Continued from page 12)

The threat of rain limited the number of Mustang and Shelys, members brought to the event. Mrs. Sandy Tweedle brought her New 2006 Blue Mustang, John Logan brought his recently restored Sunbeam Tiger. There were two 1967 Shelby GT500's at the event, a blue one belonging to Craig Shef-

ferly and a red one belonging to Randy Knox.

We watched the races which included 8 different groups. Each group could include several classes. Group 2 had 5 classes racing together. At the end of the race 5 cars paraded by with checked flags flying. Club member Steve Hynes was in Group 4, Big Bore, driving a 1996 Mustang. We enjoyed watching the races and talking about things of common interest. We are looking forward to this annual fall event next year and hoping for warmer weather.

**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

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

2006-7 Events Calendar

2006

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

Oct 14 Saleen Spectacular, Hines Park Ford, 56558 Pontiac Trail, New Hudson, MI (www.hinespark.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.

Oct 28-29 Nor-Cal SAAC Fall Classic, Willow Springs, CA

Oct 31 SEMA Show, Las Vegas, NV

Nov 1-3 SEMA Show, Las Vegas, NV

2007

Jan 2007 Annual SAAC-MCR Holiday Party

Jan 13-21 Barrett-Jackson Auction, Scottsdale, AZ

Feb 25 SAAC-MCR Winter Swap Meet at Grono Ford, Woodhaven, MI

Mar 28-1 Barrett-Jackson Auction, Palm Beach, FL

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



Phil Jacobs' new ride. Notice the correct color and number.

Image supplied by Phil Jacobs