



**30**  
YEARS  
1975  
2005

# Shelby Life

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

Volume 32, Issue 1

January, 2007

## **President's Corner** *by Tom Greene, President SAAC-MCR* **The Year 2006 in Review**



**Many of the SAAC– MCR members who make the club events enjoyable for our members** *Image by M. Nyberg*

We have made considerable progress into the new millennium, with the passing of this year, 2006. This gives us cause to pause and consider the year in review. We have had a good year with great events, great friends and fantastic cars. This follows a couple years of similarly good events, but declining club finances, and this year we have the fixes in place to "stem the tide" – and on the subject of money, I need to provide our public kudos to one individual: Craig Shefferly. Craig, you did the financial analysis and brought our issue to everyone's attention. You did a great job of tracking the flow, and an even better job of presenting the results – along with paths to improvements. To this, we ALL say, thanks Craig, ya done good!

Our events and our processes have become rather "consistent" in that we put on our swap meet, our premiere car show and our track events in ways that keep the work of the members to a mostly containable level (meaning not completely overwhelming), while making the events very enjoyable for our participants – this is the real reason for the existence of our club – enjoyment of the cars.

While we have consistency in our events, this year we DID have the new opportunity. We had five members go represent OUR club to Ford Motor Company and review a new Shelby Mustang – yes, a tough job. The

five members had to go out, drive someone else's car on an autocross course, wear out someone ELSE's tires and talk about our favorite subject, Shelby. As a result of this dedication and sacrifice, a brief article with photo will soon be published for Ford. This was an opportunity to bear witness that our club members are knowledgeable about Shelys and automotive performance.

We enjoy and understand the cars that Carroll Shelby fathered, and we enjoy the people who enjoy those cars. It just doesn't get much better than this does it?

And speaking of the people we enjoy being around, just think about the incredible opportunity we have. While we are enjoying being around the Shelby cars, we have the opportunity to SEE and talk with CARROLL SHELBY HIMSELF. We get the chance to see, talk with, and get autographs from a living legend.

Thanks for a great year  
Tom Greene, President SAAC-MCR

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## Harvest Happening 2006 Open Track Event

Text by *Darius Rudis, Competition Director*

Images by *R. Tweedle and M. Nyberg*

Started the nice autumn day with a mellow drive to Waterford... NOT!!! The morning was cool, damp, and fog was sooooo thick, you could hardly see in front of you. Traffic crawled along, and the more north towards Waterford that you traveled, the worse the fog became.

On Square Lake road, the fog was thinner, so I finally got a stretch where I was able to drive 40-45mph. Did you know the speed limit is 35mph...? DOH! Neither did I. So the officer pulled me over, and proceeded to point that out to me. He saw that I had flags and a clipboard with "Driver's Meeting Instructions" across the top of one of the pages. He questioned what that was for, and I explained that I am putting on a "Driving School". I went on to explain for a bit, as he appeared interested. (Yeah, while the red/blue lights were still flashing in my rear view mirror). In the end, he saw that I haven't had a speeding ticket in over 10+ years, and that I do all my "speeding" in a safe environment on the track. He wrote me up for "Impeding Traffic" (no points), and basically let me go... Although the court date still pending 12/28/06, which is the day I have to cough up the \$105 fine.

Ok, continuing on my way to the track, where fog is getting extremely dense again. I am only about 3 miles from Waterford, and fog is so dense, that I am quite literally stopping for green traffic lights (yes, GREEN), to make sure cross traffic has stopped. Headlights are on (oh wait, one headlight burned out). Sure enough, another cop spots me, and starts to do a U-turn with his red/blue lights on. Aw %\$&, not twice in one day! So I quickly swerve into a private parking lot, that just happens to have a really tall wooden fence at the property line. Zoom, he goes right by. Whew! He didn't see me. Wait (he's going to return)... wait... be patient... wait some more... He must be going all the way to Waterford road, looking for me. Yup, 5 minutes later, zoom, goes back the other way. So I resume my crawling to Waterford.

Upon arrival, there were only a handful of cars already getting ready for the day's events. Traffic was slow, and everyone was getting there beyond their usual early arrival time.

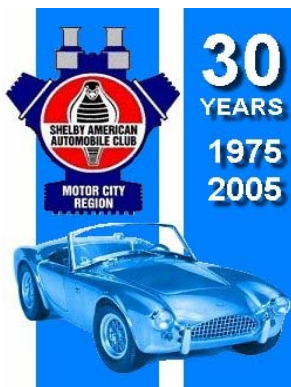


**Four "vintage" race cars at the 2006 Harvest happening. L to R: Jason Byer's Red 1966 Shelby GT350H, Rick Vander Heide's White 1966 Shelby GT350 and John Yarema's Gray 1955 Shelby Replica. Foreground: Randy Betki's 1966 Green ERA 427 Cobra Replica**

Registration went extremely smooth, and many jumped in to help with the tech inspection, which also proceeded very quickly. We were able to complete before the driver's meeting, even with the excellent turnout of 47 drivers. Only a few people were so late, that they missed the inspection window. We made an exception, and got those guys covered before their first session, so they didn't miss any track time. We went over the typical rules/regulations, and then added a few comments to the newcomers and race cars to "play nice".

A long-time club member, Randy Betki, decided to come and play on the track. We all know and love Randy, and know that he likes to share stories... What really "impressed" me, was even his Registration was filled out like he talks! When the form says NAME:, most people type First-name Last-name, but noooo not Randy... He enters "Mrs. Betki's Husband - Mr. Randy Full Boost 'Betki'". For the Driving Experience... well, lets just say I wanted to keep this article

*(Continued on page 3)*



### Membership Report by Rich Tweedle, Membership Dir.

**SAAC-MCR Membership Status: We Have 136 members**

**New members include:** Tim & Suzanne Koczara and Brent Ciotti

**Time to renew your membership.** Complete the Membership Renewal form printed on the insert in this newsletter.



## Harvest Happening *(Continued)*

*(Continued from page 2)*

short. (Just kidding Randy). Randy did bring out his "REAL427" Cobra. It was nice to hear the bigblock make some noise around the track. I gave Randy a ride in my "little 302" (ok, so it's a wee bit supercharged, and on par in power with Randy's). Surprisingly, we also noticed that I think I won the loud contest in exhaust volume decibels. One last poke at Randy, while I am on a roll... I was glad that he didn't bring his "other" helmet. The one that is not DOT approved. Actually, I don't think there was such a thing as DOT, when the historical leather bombardier skullcap and goggles were made. Sunday, at the track, he paid for the brand spankin' new Simpson SA2005 approved helmet, in which he purchased from me. So he's all set to go, and hopefully will attend more events in the future.

There were the typical regulars in attendance at the track, and quite a few new faces that were welcomed. Everyone said how nice it was to see those vintage Mustangs on the track. Then compliment that with Fox Mustangs, and SN95 Mustangs, and even a Roush Mustang. Seemed like no one wanted to test the skills of the reflexes of the corner workers (good thing). I don't recall any large mishaps, except some minor off-road excursions. They were captured on film carrying the clean-up broom.

Seems like everyone is willing to help out at these events, and just makes attending them such a nice time. Thanks goes out to Will Webber who bought groceries and cooked lunch for us, and was very much appreciated. Even people sharing tools/parts/knowledge around the paddock was in abundance. Time and time again, I get people complementing how well run and friendly the SAAC-MCR events are run. Thanks to everyone. Another season comes to a close, but there is all winter to look thru those videos and photos, and make mods to your car... Then come back next year for another season of fun.



**Will Weber (second from right) cooking a wonderful lunch for all the drivers**



**Greg Cragel nearing the finish line in his Red Mazda MX5 Miata.**



**Rick Vander Heide standing next to his White 1966 Shelby GT350.**



**Matt Foley's Red 1999 Mustang SVT Cobra cooling off before the next open track session.**

## Another Excellent Adventure, SAAC Visits SEMA 2006

by Jim Binder and Images by Mario Calandrino

Improving on last years SEMA adventure was a goal that required some deep thought and review of realistic possibilities. After careful consideration and the purchase of a Valentine 1 radar/laser detector (highly recommended by Jeff Burgy) our plan to accomplish this goal began to materialize. Just to set the mood for this years SEMA experience we began a two-day pedal to the metal drive to the world's largest hole in the ground, the "Grand Canyon" hopefully returning in tact for the show. The method of transportation, a Hertz Shelby GT H would also hopefully return unscathed (extra insurance is also highly recommended).

Subsequent to 2 days of non-stop insane fun on the Arizona highways, including some questionable sections of old Route 66 we proceeded on a more mundane path through Sin City to the Hilton convention center for the review of cars, parts, celebrities and of course beautiful women. Although, each new years show seems to introduce additional new equipment for squeezing additional horsepower from rice burning engines (catering to the tuner car generation), this years theme was "American Muscle" which continues to dominate the specialty market.



**This year's show theme was American Muscle and featured examples of several classics from the 60's. Race cars from Sox and Martin as well as Connie Kalitta were featured in the concourse area.**

Staged at the entrance to the convention center was a concourse of significant 1960's "American Muscle" cars from Ford, General Motors and Chrysler, complemented by racecars from notables like Sox & Martin and Connie Kalitta. Of particular interest were displays of 1960's cars and current offerings like Randy Betki's 1966 GT350H (see photo) and the new Shelby GT H as well as a 1967 and 2007 GT500's.

Once inside the convention center isles of parts and accessories went on endlessly, including performance parts from every major manufacturer, wheels/tires, off road equipment, electronics and cleaning supplies. Celebrities like Chip Foose and Jay Leno were visible from a distance, while Jack Roush and Carroll Shelby were accessible for autographs up close and personal. The Roush display included crate engines from small block through F.E. all aluminum big blocks and the new Superformance GT40. The Ford exhibit showcased several mustangs including the GT500,



**Although, Chip Foose was unapproachable at SEMA due to overwhelming crowds, his "Overhaulin'" second in command AJ was available for photo opportunities.**



**Does anyone recognize this vehicle? GT350H formerly owned by Jeff Burgy, currently part of the Betki's stable of rolling stock was prominently displayed with a new Hertz rental GT350 in the concourse area outside of the Convention Center main building.**

**Jack Roush signed autographs, while his staff answered technical questions relative to a wide selection of crate motors that they currently offer. Roush now produces an outstanding FE motor utilizing a Shelby aluminum block in both carbureted and fuel injection variations with 24 month warranty.**





## SEMA 2006 *(Continued)*

*(Continued from page 4)*

GT500FR, GT H convertible, GT350 and several additional specially modified cars and trucks.

An item of particular interest this year was SEMA's Awards Program Spotighting Accessory Friendly Vehicles. "The high-performance Ford Shelby GT 500 was recognized as the most accessory friendly car at the 2006 SEMA Show in Las Vegas, capturing one of four SEMA Vehicle Design Awards and joining a prestigious list of past winners".

This years show marks SEMA's 40<sup>th</sup> anniversary with hopefully many more for us to look forward to attending (Shelby claims to have attended all 40 shows). Additionally, for anyone interested in renting a Hertz/Shelby Mustang, we give it our highest possible recommendation for a fun rental car. Be aware however, the car stops accelerating 2 hash marks past 140 mph on the speedometer.



**Las Vegas, what better place for topless entertainment? Rumors indicate that a convertible model of the Shelby GT H will be added to the Hertz fun collection of the rental cars in the near future.**



**"Snake Miester", Carroll Shelby, autographs Mustang GT 500 spec sheets at the Ford display. Although the line of fans was 2 blocks long, the signing session was limited to 30 minutes relative to Shelby's other SEMA show obligations.**



**Drifting, the hottest thing in racing today(at least with the "Tuner" crowd) was demonstrated between the convention center main buildings. Luckily spectators were able to vulcanize their lungs with airborne vaporized rubber.**

**Superformance GT40 offering could be reviewed up close at the Roush display. Approximately 90% parts interchangeability with the original vehicles is claimed by the manufacturer.**



**GT500 being pushed on a small track constructed between two of the convention center buildings. Luckily passenger gets a white knuckle ride, you just had to be there and see the abbreviated track to understand.**

## New Member Profile *by Charles Repp*

**Who do you know that is true blue FORD?**



Why it's Jeff Seaman, that's who, one of the newest club members. And, I might also add, his wife Rebecca who regularly attends the club meetings.

Jeff's interest in cars and Ford was inevitable, going back to younger days when his father started his career working in Product Development at Ford. Jeff is carrying on the tradition working as a powertrain calibration engineer for Ford trucks. Now if he could only make the F350 Super Duty run as good as his Grabber Orange 1970 Boss 302 Mustang, Ford would have a winner!

Jeff included a couple of pictures of his car (looking mighty young Jeff) that I thought would be of interest to all members:



Jeff is currently working on the Boss rebuilding the front suspension and replacing the clutch while the transmission is being rebuilt (Tom Greene take note I thought they were bullet-proof).



Jeff's secret ambition is to someday build a COBRA and is gathering parts!

Jeff is also president of the Detroit section of the MSM/UMR Alumni Association, that is Rolla for all you fans. Jeff's wife Rebecca is also secretary for the Association and shares his car passion. In fact their passion is so great they have named their two dogs:

- \_ Max Torque (Jack Russell Terrier)
- \_ Camshaft (Beagle)

Don't you just wonder what their kids name will be???

***If you too want notoriety like Jeff, contact Mike Nyberg or Charles Repp.***

***Don't forget to renew your SAAC-MCR membership for 2007. Don't miss out on the opportunities to enjoy your car(s) and friendly association with people who have similar interests.***



## Shelby Chrysler Connection *by Mike Nyberg*

The day after Christmas I took my son-in-law and grandson to the Chrysler Museum in Auburn Hills, about 14 miles south of where I live in Oxford. My son-in-law is a Chevy enthusiast and I am a Ford enthusiast, therefore, we thought the Chrysler Museum would be neutral ground. The museum has three floors with 65 antique, custom and concept vehicles on display. Half way through the museum, on the second floor we spotted a small black 4-door with Shelby graphics on the side and windshield. It was a 1986 Shelby GLHS.

In the early '80s, Shelby's old boss at Ford, Lee Iacocca, became the head of Chrysler Corporation. And once again Carroll Shelby was called in to quick-fix the image of an auto maker. In 1982, the first Shelby/Chrysler collaboration was the Dodge Shelby Charger prototype. This project grew into the "Skunk Works" factory in Whittier, California, where Shelby's team made race-ready hot rods out of Dodge Omnis, Chargers, Lancers, Shadows, and Dakota pickups from 1986 to 1989.

Shelby wanted to build a performance car for Chrysler that could match what he had accomplished with Ford. The result was the Dodge Viper, the ultimate production hot rod of the '80s, which Shelby drove as the pace car at the Indianapolis 500.

The first true Shelby of the 80s, these cars began life as 86 GLH Turbos. Carroll purchased 500 of them -- all black -- and they were shipped to his plant in California. Once they arrived his team set about making changes. The suspension was upgraded with Koni adjustable struts/shocks all around. The alignment was altered a bit: Shelby called for the front camber to be set more negative, and a little more toe-in was performed on the rear. The tires were upsized to 205/50VR-15 Goodyear Gatorbacks; these tires were mounted on Shelby Centurion aluminum wheels (Shelby also had a wheel business on the side at the time).



**1986 Shelby GLHS on the second floor of the Chrysler Museum. A Red Viper is on an elevated stand, in the background.**

Inside, a leather-wrapped steering wheel and shift knob were installed. The all-important numbered dash plaque was affixed where the standard Omni badge once resided. And not to be overlooked, a clear sticker overlay was added to the un-pegged speedometer which extended the numeric readout to 135 MPH.

The most exciting changes were under-hood, of course. Shelby's crew had installed a prototype intercooler setup; these pieces would later be used by the factory. The changes included a different turbo,



**Marketing photo of Carroll Shelby standing next to a Shelby GLHS.**



**A dash plaque, with Carroll Shelby's autograph, was affixed where the standard Omni badge once resided.**

the front-mounted intercooler, a different radiator (smaller surface area but 2 cores as opposed to the stock single core), an all-new 2-piece tuned-length intake manifold, larger fuel injectors (these would become the stock Turbo II injectors used by the factory), a 46mm throttle body (up from 42mm) which was now located after the turbo and right before the intake manifold, and a different logic module set for 12 psi (up from 9) and programmed with knowledge of the intercooler. Also, a heated O2 sensor was swapped in, and a few other non-Turbo I sensors were added.

Fitted with all this hardware, the GLHS was now rated at 175 horse-

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## The Colour Tour and Chili Party at the Big Norway Lake Autodrome

by Rich Tweedle

On October 21st, only two SAAC-MCR couples made it to this year's event, three counting hosts, John Guyer and Trish Judson. Bonnie and Craig Shefferly and Sandy and I were the intrepid souls to make the journey. After having met near the I-75/Dixie Highway junction, we "caravanned to Clare, MI. Being overcast and sometimes rainy didn't make for the best of conditions for viewing the annual color change, though we did see some vibrant colors when passing through areas with at-the-moment better weather conditions.

After stopping for breakfast on the way we arrived at our motel in Clare, secured our rooms, freshened up and contacted John and Trish. We then left and made our way to our destination, the BIG NORWAY LAKE AUTODROME, which has been described in previous issues. It is an impressive facility and when finished will be befitting of a SAAC-MCR member extraordinaire. Tables were already laden with appetizers, desserts and chili accoutrements and John and Trish's neighbors were arriving, bringing the headcount to around 25. We had eight chilies to savor and vote on. The winning recipe, in a close count, was that of a neighbor of our hosts, Ray Burdo. His recipe follows this article.

After the accolades and winner's rewards were handed out we continued to converse and munch on goodies. Darkness was trying to settle in outside so a campfire was called for. Although there was a light drizzle we ventured over to a neighbor's yard where a fire had been lit and some hardy souls were trying to heft a LARGE hollowed log onto the fire in a vertical position. Once the fire got going this arrangement made for some neat fireworks, especially with the addition of some man-made fireworks thrown down the "barrel" of the log. As the evening progressed, so did the amount of moisture falling on us to the point of everyone calling it a night. Back to the Autodrome for cleanup and last grabs at desserts. John and Trish have a very friendly bunch of neighbors who support this event. Sure would be nice to have more members support it. It is a beautiful ride up to Clare and the Holiday Inn Express is a nice motel with pretty cheap rates which includes a swimming pool and hot tub. You can get good rates online but the desk clerk says it's even better if you call direct. Also, if you have time or other constraints, you could make it a day trip as it only takes a couple of hours to drive, if you don't stop for a lingering meal (after all that chili?).

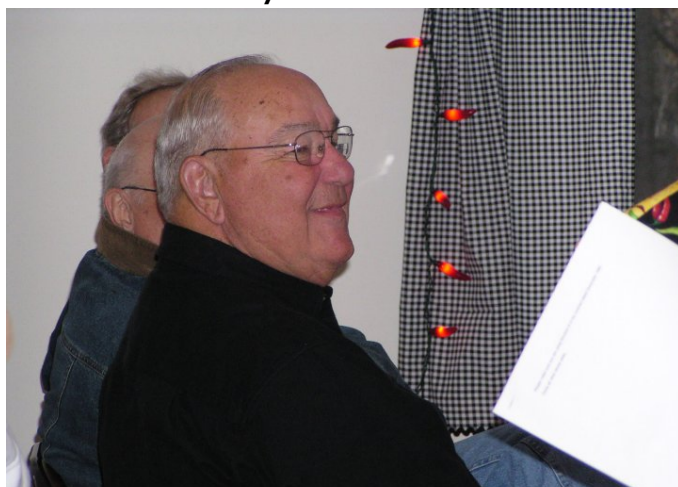
### Ray Burdo's 2006 Winning Chili

2 lbs Ground Venison  
1 Medium Onion, chopped  
2 Cloves Garlic, Minced  
Cook until no longer pink.

(Continued on page 9)



**L to R: Sandy Tweedle, John Guyer, Trish Judson and Bonnie Shefferly**



**Ray Burdo, made the winning 2006 chili**



**Bonnie and Craig Shefferly enjoying the campfire and funny stories.**



## Colour Tour (Continued)



**The Big Norway lake Autodrome is a neat facility for a party and storing Shelybs**

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Add:

- 1 Can Bushes Hot Chili Beans
- 1 Pint Homemade Salsa
- 1 TBSP Chili Powder



**This is John Guyer's 1997 Shelby GT350 "Transition Model". Great for avoiding deer on the dark roads up north!**

Blend together then add:

- 1 Qt Tomatoes
- 1 Can Tomato Sauce
- 2 TBSP Worcestershire Sauce
- 3 TBSP Sugar
- Salt & Pepper to taste

## Shelby Chrysler Connection (Continued)



**LEFT: Shelby graphics on the rocker panel of the 1986 GLHS. RIGHT: Shelby Graphics on the windshield of the GLHS.**



(Continued from page 7)

power. More notable, the torque *plateau* of 175 lb-ft extended from 2200-4800 rpm! This was definitely enough to rocket the flyweight Omni into the 14s; C/D clocked 0-60 in 6.5 and an ET of 14.8 seconds. Top speed increased to an honest 130 MPH, very respectable for a boxy 4-door econocar.

On the outside, visual differences were limited to the different wheels,

new tape graphics which were white rather than red, and a white Shelby decal at the top of the windshield.

The second floor of the museum also had the first 1951 HEMI on display. When GM introduced the new overhead valve V-8 in the late '40's, Ford and GM had to catch up. Chrysler engineers concentrated on a more efficient combustion chamber design. They drew on experi-

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## Lance Coren a World Class Cobra Expert *by Wallace Wyss, author of SHELBY: The Man. The Cars. The Legend. Additional Contributions by Jeff Burgy*

*All experts may not agree with the opinions expressed in this interview with a Cobra Expert, and World Class Appraiser.*

LANCE COREN, age 57, is a world class expert on Cobras and Shelys, among other marques. Once professionally affiliated with the world's premier Cobra restoration shop, he has owned four Cobras, 6 Shelby GT-350's and a Factory Trans-Am Boss 302 Mustang. An IAAA & FIA-registered appraiser, he travels the world from his home in Prather, CA (Central California) inspecting cars and rendering opinions on whether they are "as represented." Author Wallace Wyss caught up with him on the net and asked him some questions.

WW: Considering that Cobras are now pretty much all 40 years old or more, how can you be sure that they are representative of the way they were built originally?

LC: You can't. Many owners of road cars wanted to own Comp cars so they ordered the Comp equipment and retrofitted their cars.

Many of the Cobras today have been modified to some extent. There are very few that are really "all original". The car's history is very important, so that ownership and the extent of work performed on the car can be documented.

WW: So would you say that in the case of 427 Cobras, that there should really be only 19 Comp cars & 24 S/C cars but over 2/3rd of all big block Cobras have Comp or S/C style accoutrements?

*(Continued on page 11)*



**Lance Coren is a world class expert on Cobras and Shelby Mustangs**



**"Comp" Cobras are full "Competition" Cobras. The first 100 427 Cobras were meant to be full competition (all-out race-only) cars - the minimum that Shelby had to produce to meet FIA homologation requirements. Shelby was denied FIA homologation for the 427 comp cars for the 1965 racing season due to the fact that he had only completed about 50 cars (not the required 100) when the FIA inspectors came to check them out. Turned out full competition Cobras were expensive and too brutal and impractical for street use, and, without FIA homologation for FIA international racing, there weren't as many customers to buy them as Shelby needed. One of Shelby's Field Sales guys came up with an idea to help sell them - why not de-tune them enough to be streetable, and sell them as "Semi-Competition" cars? So the bronze suspension bushings of the full comp model were replaced with rubber, and the compression ratio on the 427 engines was reduced from 12.4:1 to 10.4:1, and the "Semi-Competition" 427 Cobra was born. Of the first 50 cars, they ended up with about 20 "Comp" models, and 30 "S/C" models. The vin numbers stopped at CSX3055 - regular 427 "street" models started from CSX3101 - up. That's where the fiasco of the "Completion" cars started in the early 90's - the open VIN numbers between CSX3056 and CSX3100 were the basis Shelby claimed he had paperwork and pieces for cars that had never been completed in the 60's. His first "completion" car (shown at SAAC 17 in Portland in 1992) was CSX3056 - the bare aluminum car that Shelby is usually seen in many, many pictures with the number "98" (Ken Mile's favorite racing number) on it.**

**In most circles, either "Semi-Competition" or "Street/Competition" is accepted as a correct explanation for the acronym "S/C".**



## Lance Coren (Continued)

(Continued from page 10)

LC: Yes. The numbers are correct and have been verified. Remember, many owners modified their cars to look and in some cases, perform like Comp or S/C cars. This in turn enhanced the desirability of the car itself.

WW: I one time knew a man in Encino who showed me a Cobra built by Brian Angliss of Autokraft and he told me that he and a partner ordered five of them and had them switched to look like real 427 Cobras. Are these cars still out there passing as 427 Cobras?

LC: The cars are still out there, but without proper documentation, they cannot be passed off as real CSX or CSB Cobras from 1965-1966.

WW: What do you think of the value of the 427 Cobras twin Paxton cars that surfaced? (Auction at Barrett Jackson of Shelby car and auction in August '07 of Cosby car--Ed.) One is supposedly original, having been hidden from the IRS for a decade or two and the other has a new frame and body after having been smashed by the former owner.

LC: They are very desirable, based on the fact that Carroll Shelby was personally involved in commissioning them for production. Remember, there were only two (2) of these type cars with the twin Paxton's and a modified C6 automatic transmission. One was for Shelby himself and one was for Bill Cosby. These cars were extremely fast & dangerous, which helped with the status and desirability of each car!

WW: As the income of owners of genuine A.C. Cobras continues to climb, do you look at many of them that are now Comp or S/C style going back to their original road car trim?

LC: This is a hard question to answer. Different owners have different feelings. The majority of the ones that are my client's, have chosen to leave their cars as they are. If they have been modified

(tastfully) and have a history of being modified, the owners will leave them alone. If the cars were modified incorrectly or looked really bad, the tendency to restore and return the cars to original, as produced condition, is the most logical choice.

WW: What about the value of the Trans-Am notchback Mustangs raced by Shelby Racing and Terlingua Racing Teams? Will they ever have any big value like the R-model Shelybs?



**Trans- Am notchback Mustang raced by the Terlingua Racing Team**



**Trans-Am notchback Mustang raced by Shelby Racing**

LC: Yes. Each car will stand on it's own historical significance and history. A couple of recent sales have confirmed the fact that these cars are desirable and collectible. At this point in time, the prices are still climbing upwards, as they are for all of the AC Cobras and 1965 -1970 Shelby Mustangs.

WW: What about the Cobra Lone Star? Mike Schoen is reportedly restoring it. He is the same guy who wrote the Cobra Ferrari Wars and used to own a Daytona coupe so is qualified both as a historian and craftsman. But the car was turned down by Ford so what kind of value can you say it has since it's not just a has-been but maybe a never-was.



**427 Cobra with twin Paxton superchargers**

(Continued on page 12)

## Lance Coren *(Continued)*



**The Cobra Lone Star was built in 1967 by John Wyer's J. W. Automotive Engineering in England (the same group that built the GT40 Mirage that won Ford the World Manufacturer's Championship in 1968 and Le Mans in '69). The chassis is made of large diameter steel tubing and closely resembles the GT40 layout, with a warmed-over single four-barrel 289 Ford filling the engine compartment. The body is made of light gauge aluminum.**

**Because of a change in the rights to the Cobra name, Shelby had to come up a new designation for what he hoped would be a successor to his Cobra roadsters. Tipping his black hat toward Texas, decided on "Lone Star".**

LC: The car is real. I have personally inspected the car and have seen the documented history on it. The history is unbroken and intact. It is an historically significant car, but the desirability of it by collectors may be slightly iffy. The value will only be known at the time of it's marketing and sale, whenever that occurs.

WW: Usually when there are a lot of copies of a coveted car, it hurts the originals which is why Ferrari jumped with all fours on those making Daytona Ferrari clones, etc. But yet despite more than 50 companies making replica Cobras the values of the originals keeps climbing. Any idea why? (PS my theory is that the Shelby market is constantly expanding; catching newbies who get the fever...)

LC: Correct and the fact that the Cobras are historical high performance cars that have a racing background. Hard to copy that!

WW: I think you owned some Ferraris and had to pay umpteen thousand for some tiny part. Is it the cost of maintenance that drove many of those who formerly lusted after Ferraris into the Cobra camp?

LC: No. What drove some collectors to the Cobra Camp, was the fact that they wanted something different, that was in limited quantity, was very desirable and they wanted people to know that they had something that was downright rare. They also wanted to have something that was also fun to drive.

WW: When I think of the people who made Shelby American, guys like Shelby, Remington and Dowd who served in WWII, I get very patriotic--these were guys who, in essence paid their dues. Do you think

there's something very American about being a fan of Shelby American? If so, then why are there Shelby clubs in Germany, France, etc?

LC: Shelby and most all of his old employees were and still are extremely patriotic. To be an American creates patriotism. To know that Shelby and most all of his old boys were patriotic, enhances the stature of the American efforts to win automobile races in other countries.

The Shelby & Cobra Owners Clubs in Europe and Asia are made up of enthusiasts who enjoy the cars that Shelby produced or had his hand in producing, because of Shelby's history and the desirable history of Carroll Shelby himself.

WW: Because I have lived in Calif. since 1969 I got to meet lots of former Shelby American drivers like Phil Hill, Dan Gurney, John Morton, etc. Do you think the fact that so many former people with the company have been around all these years makes a difference in building loyalty for the marque? In other words, you could like Ferraris but if you never get a chance to meet the coachbuilder or chief engineer, it's always sort of remote....

LC: It does help in keeping enthusiasts "close to the action". Original employees have interesting stories to tell and keep the fire lit. Old employees are part of the history and due to the fact that they are still around and telling stories, the interest is held at a higher level.

WW: There are at least two Cobras in both the small block and big block field that have had new chassis and new bodies and probably new engines. But no one is claiming the chassis number for another car in another place. In your mind, is a car whose chassis number is claimed only by one person holding the car wearing that number to be considered more of a real car?

LC: This would be the obvious conclusion. Depending on the "chemical makeup" of the car (it's chassis/body/powerplant production) the originality issue can be established in this fashion.

WW: I admire the workmanship on the Autokraft Mk. IV Cobra but am pissed off that Brian Angliss wimped out by not offering the full 427 wide fender body style. Do you think that because they have an aluminum body that they will go higher in price? What are they worth now? Did you ever hear of 351 or 427 powered models?

LC: Brian Angliss had produced wide body Mark III alloy cars. I have been in his facility in Surrey and have personally seen them. Based on the fact that Brian Angliss was in possession of the manufacturer status of AC Cars for a specific point in time, when he produced AC Cobras, they were and still are AC Cobras. This in itself, makes those cars desirable. They most probably will always be desirable. Originality in this spectrum means a great deal.

WW: Do you think that, considering the lower value of AC428s in the U.S. that any Cobra fans will be buying them and shortening the wheelbase and installing 427 Cobra bodywork?

*(Continued on page 13)*



## Lance Coren (Continued)



**During the second half of the 1970s various Cobra replicas emerged. The success of these resulted in a new and improved AC 289 Mk IV appearing in 1981 which was manufactured by CP Autokraft of Brian Angliss under an agreement with AC Cars. Later on Ford licensed the Cobra name to Angliss to distinguish his "official" replica from all the other replicas that had appeared, often of inferior quality, and Angliss took over AC Cars when the company ran into financial trouble. Attempts were made to revive AC with new cars named Ace and Aceca which were less than successful, but reproducing the Cobra using the original tools and moulds meant a continuing source of income for the struggling AC Cars for the last couple of decades.**

*(Continued from page 12)*

LC: I do not think so. The cost factor to perform this task would be too high and the value of the finished piece would not equal the value of an original AC Cobra.

WW: Do you consider the A.C. Mk. V or whatever they are called now, the cars made by Alan Lubinsky, continuing the Cobra tradition or has the chain been broken for you?

LC: My personal opinion is that only the original AC Cobras produced between 1962 and 1968 are of the original production. SOME of the continuation cars produced under license or by AC Cars or Shelby are actually continuation cars of the original series. All of the others are considered by the industry to be clones, reproductions or replicas.

WW: Do you think one of the tragedies of the replica world is that Shelby couldn't kiss and make up with Lubinsky so there could be an AC Shelby Cobra today?

LC: Some people may call this a tragedy, others will call it fate. With Shelby making his own continuation cars, most people feel that this void has been taken care of.

WW: Shelby is a famous ratpacker. Do you think when he passes on that there will be an incredible sale of treasures from the vault? What is rumored to be there?

LC: I believe that when Shelby passes on, some items may be auctioned off by his two sons and daughter. The treasures are most probably so immense, nobody really knows what is there. Carroll once told me personally, that he saved so much stuff in the past 50 years, he did not even remember what all of it was composed of!

WW: Having observed Shelby all these years, why do you think he never had either of his two sons involved in the car business? Is it because he saw how pushed around Dino Ferrari was by this father?

LC: Both Michael and Patrick had small interests in their father's business. Both sons had the desire to succeed on their own in a business that they enjoyed being in. Both of them have been successful in their endeavors with oil and business.

WW: You are a real documentarian on the Trans Am cars. Why is it that Shelby could help Ford win LeMans but lose the contract to run Trans-Am eventually? Why did Casey strike out at bat?

LC: Shelby could only manage so many projects at one time. He only had so many trusted employees that could run with a project and make it work. Shelby put more of his own time and had his more trusted employees on the projects that were of utmost interest to him at the time.



**AC Cars has signed an exclusive agreement with Texas-based Unique Performance to distribute its carbon-fiber-bodied AC MkV roadster in North America beginning in April, 2006.**

**AC Cars Chairman Alan Lubinsky previously had expressed the intention to set up a small assembly operation in Bridgeport, Connecticut, but apparently the company has shelved that plan. Instead, Unique Performance will import MkV kits from Europe and market the cars through a small dealer network in the United States, Canada and Mexico.**

**The Texas firm also builds and sells a variety of limited-edition specialty cars, including the Shelby GT 500E and GT 350SR and the Foose '69 Camaro.**

## The 427 Side-Oiler Done Right *Text by Mike Drew, Images by Gary Roys*

Few engines have attained the legendary status afforded to the Ford 427 side-oiler. So-named because of additional oiling passages in the block designed to ensure proper main-bearing lubrication under race conditions, the 427 became a racing icon during the 1960s, powering various cars to victory in venues as diverse as Pomona, Daytona and Le Mans.

Although designed primarily for racing, the 427-inch member of the FE family (which existed alongside less-radical 390 and 428-inch cousins) could be specially ordered in a variety of otherwise humble Ford sedans. But on the street, the car that made the motor an integral part of the motorhead's lexicon is the Shelby 427 Cobra.

Ten years ago, I was fortunate enough to be able to buy a Contemporary replica of a 427 Cobra, equipped with a genuine 1966 427 medium-rise side-oiler motor. Although it provided years of enjoyment and certainly impressed everyone who saw it, from behind the wheel I always had the nagging suspicion that there was something not quite right with my motor. It made all sorts of noise, and had decent power down low, but a chassis dyno revealed that the horsepower peak occurred at a mere 4500 rpm at which point it then tapered off slightly. Peak power was 312 at the rear wheels, certainly decent enough, but not what I would have hoped for. Furthermore, the motor revved very slowly, as though it had a 500 lb flywheel hanging off the end of the crank. The fact that on two separate occasions, it suddenly bent a pushrod did nothing to alleviate my concerns. Finally I decided it was time to do something about it.

Gary Roys, a long-time Pantera buddy from Troy, Michigan, felt my pain and cheerfully offered to comprehensively rebuild my motor for free (and convert the wide-ratio top-loader four-speed to close-ratio while he was at it) if I would send my car to his house. I couldn't get it on the truck fast enough! He would do most of the grunt work, while the true artisan work, block preparation and machine work (as well as dyno tuning) would be conducted by his good friend Andy Stanczak, owner of Jo-Mar Racing.

The history of my motor was a bit fuzzy. Purportedly, it was a genuine 427 side-oiler, purchased over-the-counter from a Ford Dealership in 1966 by a man who purchased a 427 Cobra and wanted to have a spare motor ready to go at a moment's notice. Apparently it was never installed, and later passed through several hands before winding up between the chassis rails of a Contemporary Cobra. Along the way, it had been lightly modified, with JE forged pistons, a Crower cam, Blue Thunder dual-plane intake manifold, Harland-Sharpe roller rockers, and a Hayes aluminum flywheel and clutch. Clearly the right ingredients were there, but something was spoiling the brew.

The car arrived at Gary's house and work commenced in February of 2003. The motor was pulled and inspected, and for the most part the news was good. A careful inspection by a knowledgeable eye immediately revealed a fundamental problem however; the pushrods were too short. In the FE motor, the intake manifold is unusu-



**427 Side-Oiler removed from the Contemporary Cobra**

ally large and the pushrods pass through holes milled in the intake, not the cylinder heads. Because of the incorrect length, the geometry was compromised, and the pushrods were being pushed outwards and were actually wearing against the hole in the intake, which is what eventually led to two failures. The effective cam profile was seriously altered as well.

Merely replacing the pushrods might have been sufficient to fix the problem and wake up this heretofore sleepy motor, but hey, since we're in the neighborhood anyway, why not pump it up a bit?

The motor was completely stripped down, and thankfully the virgin bores were in perfect condition, as were the pistons, so it was decided that they would be reused. Although the current fad calls for monster stroker cranks and custom pistons to increase displacement to something approaching 500 inches, I wanted this motor to rev free and high, and thus made the decision to keep it relatively small.

The motor came with the so-called "Le Mans" rods and accompanying forged steel crankshaft. These rods were engineered to ensure victory at the eponymous race in France, and have gained an almost mystical



**Engine block completely stripped down**



## 427 Side-Oiler (Continued)

status of their own. While they may have been bulletproof, this is in large part due to the fact that they are massive (and thus massively heavy) compared to standard connecting rods. Acknowledging the gains in technology that have been made over the past 40 years, the decision was made to retire these veterans in favor of modern Eagle H-beam rods, which are not only stronger but also profoundly lighter. (The fact that the original Le Mans rods have attained collector status enabled Gary to sell them for more than the cost of the new replacements, a nice bonus!)

The crank was polished and the various oil holes chamfered, but was otherwise left alone, and then the whole rotating assembly was balanced to within 1/20th of a gram.



**Short block**



**Bottom end completely assembled**

The block was in perfect condition, so it was merely hot-tanked and cleaned up. The bores received only the lightest of hones, and it was pronounced ready to go.

The medium-rise cylinder heads are often referred to as the 'best' of the Ford FE heads, but by today's standards they are rather restrictive. The valvetrain had taken a bit of a pounding due to the pushrod issues, and most of the bearings on the Harland-Sharpe roller rockers were worn out. Rather than going through the trouble to overhaul them and try to make the heads work better, the decision was made to take advantage of their collector status as well. Gary sold the heads complete, and the resultant funds were more than enough to fund the purchase of Edelbrock aluminum heads. The Edelbrock heads bolt up directly to both the intake and exhaust, and offer greatly improved flow while also reducing weight noticeably. Additionally, the heads benefited from some advanced port work by Andy at Jo-Mar racing.

Although several major manufacturers offer complete FE roller rocker arm setups, FE insiders have learned that one of the best is made by a tiny outfit called Precision Oil Pumps in Madera, CA. As you might imagine, POP specializes in blueprinted oil pumps, but as a sideline, they produce some of the most exquisite shaft-mounted rocker arm setups imaginable, strictly for the FE motors. The stock rocker arm shaft is notorious for flexing under heavy load; the POP unit (which is machined from billet and utilizes T&D-style rocker arms) has heavy-duty end supports that completely eliminate the flex. The fact that they are slightly less expensive than the standard offerings from Erson, Harland Sharpe et. al makes them all the more attractive.

The motor originally had a reasonably stout Crower camshaft, but since the rest of the motor was being optimized, it was felt that a more aggressive grind was called for, and eventually the Crower 300FDP was chosen. This cam has an advertised powerband of 3000 to 7500+ rpm, which sounds a bit peaky for street use, but the feeling was that in such a light car (2250 lbs soaking wet) with 3.54 rear-end gears, performance down low would still be more than adequate. The cam has fairly high gross lift numbers (.579" intake, .593" exhaust), and the tight 108-degree lobe center gives the motor a truly menacing lope at idle. A new Cloyes true-roller timing chain was installed for reliable performance, and the stock cast-iron water pump was replaced with a new aluminum Edelbrock pump.

One-piece Manley stainless steel valves and Crower valvesprings are actuated by Trend custom-length 7/16" pushrods—and yes, the geometry is now absolutely correct!

The existing Blue Thunder dual plane intake, and JBA-tweaked Ford Duraspark distributor were retained, the latter helped along by an MSD 6AL ignition system with a 6000-rpm rev limiter built in. New MSD wires were installed as well.

*(Continued on page 16)*

## 427 Side-Oiler (Continued)

*(Continued from page 15)*

The motor originally had an 850 cfm double-pumper Holley carburetor, but driveability at low rpm was a constant problem; switching to a more conservative 750 cfm double-pumper solved the problem. During the course of the rebuild, the center section of the 750 was replaced with a ProForm center section with annular boosters. This turned out to be a disastrous choice, as the ProForm center never worked properly, even after extensive tuning by a carburetor expert for Roush Racing. Eventually the standard 750 center section was reinstalled, and this has performed flawlessly ever since.

The oiling system was modified slightly with the installation of an Earl's thermostatic sandwich adapter, which opens up at 180°F to route engine oil to the car's front-mounted oil cooler. A remote filter setup is equipped with a heavy-duty Ford FL1-HP oil filter, which has a much stronger case than conventional filters. A special Cobra road race oil pan by Canton is equipped with a variety of trap doors and baffles to ensure the motor isn't starved for oil during aggressive cornering maneuvers, and a windage tray (screen-type) keeps excess oil away from the reciprocating assembly.

The Hayes clutch was simply brutal, and in fact was so stiff that it was wearing the clutch linkage and resulted in a blown-out hydraulic throwout bearing. Switching to a Centerforce clutch completely solved the problem; the clutch pedal is now Miata-like and yet the clutch easily absorbs the power with no slipping.

The goal behind this project was to build a killer engine that could be driven every day on (lots of) pump gas and deliver strong, reliable and linear performance, and happily those goals were all met. When equipped with a fully race-prepared 850 cfm carburetor, the completed engine put out truly staggering numbers: 569 hp at 5500 rpm and 610 ft/lbs of torque at 4000 rpm. Swapping in the stock 750 Holley reduced these numbers by about 15-20, in exchange for superlative flexibility and crisp throttle response, which was of paramount importance on the street.

An important note worth mentioning is that these figures were achieved with a heavily optimized dyno exhaust system. Almost offhandedly, at the end of the dyno-tuning session it was decided to test the motor with the stock Cobra exhaust system mounted up. At first glance, the Cobra sidepipe exhaust would seem up to the task; the headers feature 2" primaries going into a 3 1/2" collector, then through 4" straight-through mufflers to 3 1/2" pipes with turn-outs. Changing to this exhaust system resulted in a staggering 100 horsepower loss!

It turns out that the mufflers were simple glass-packs with a 2" center pipe! Almost all Cobra sidepipes (including those from Shelby) are made in this manner, so most Cobra owners are leaving a LOT of horsepower back in the dyno room and don't even know it. My sidepipes were cut apart and the glasspack inserts removed and thrown

*(Continued on page 17)*



**Bottom end with windage screen**



**Engine coming together**



**Gary Roys making adjustments between dyno tests to determine the best set up.**



## 427 Side-Oiler (Continued)

(Continued from page 16)

over the hedge; spiral-core Lo-Bak mufflers were inserted in their place, which cured the problem. These barely quiet the car, but the power is all right there for the asking! They are available from \$62 each for 3.5" inlet and outlet diameter, 24" length mufflers from Lo-Bak Mufflers Inc. in Hayward, CA. (510) 783-3714 or 3712.

On the street, performance is electrifying to say the least. At 45 mph in 3rd gear, a stab at the throttle results in instant wheelspin, then the car hooks up and just launches forward. Despite the radical cam profile, the motor idles cleanly down to about 500 rpm (it is set at 800 rpm for peace of mind) and rocks the car in a menacing fashion while doing so. The lightened rotating assembly means lightening-quick throttle response; gone is the lazy feel the motor had before.

The car is now profoundly improved. Truly insane velocities are attainable almost instantly, yet the motor is extremely well-behaved, so much so that the car can be driven in traffic every day with no effort at all. The lumpy cam profile, reduced flywheel effect from the reduced reciprocating mass, and altered gearing inside the transmission create enough low-speed surge that cruising below about 15 mph is slightly less pleasant, but this isn't what the car was built for. It will pull smoothly and crisply from 1000 rpm in 4th gear, and will blur the scenery just a few seconds later.

Unfortunately, even when driven very conservatively (which itself is difficult to do), on the highway the car only delivers 8-9 mpg, but its deep thirst for premium unleaded fuel is a small price to pay for the performance it delivers. The carburetion is probably too rich, and some rejetting will take place shortly.

Since the car returned to me, two separate engine-related difficulties arose. The first involved the Precision Oil Pumps rocker arm setup. As it turns out, all the components are top-notch except for the simplest—the threaded adjusters. Although they are secured with quality ARP nuts, the adjusters themselves are a low-quality offshore part, and three of them have snapped in two during hard driving (this same problem plagued Morgan [????? red CSX 4000 Cobra at Mini-Nats?] as well). The solution has been to purchase quality adjusters from T&D Rocker Arms in Carson City.

The second failure came in the form of suddenly increased oil consumption. The motor was assembled using Fel-Pro Print-O-Seal intake manifold gaskets, and recent chatter on FE-build forums has revealed a chronic failure pattern with this combination. My intake gasket had failed, allowing engine oil to be sucked from the lifter valley straight into the intake port. Standard-style intake manifold gaskets are the key to separating the oil, water, and combustion chambers, and I am about to embark on a gasket transplant shortly.

Those teething problems aside, this motor helped my Cobra realize its true potential and truly live up to all the hype associated with the



**Rebuilt 427 Side-Oiler installed in the Contemporary Cobra.**

car. What was formerly a very loud but not particularly fast machine is now an even louder and blisteringly quick racer for the road.

None of this would have been possible were it not for the careful ministrations of Gary Roys, and Andy Stanczak, to whom I am profoundly grateful. I am impressed enough that they are currently performing a similar transformation on my GT-350 clone, building a 331-inch stroker small-block that should offer similar mind-altering levels of performance!



**Precision Oil Pumps rocker arms have low-quality adjusters that snapped in two during hard driving.**

# SAAC-MCR Abridged Financial Report in USD

by Craig Shefferly

	Nov-06			Nov. 2006 Year to Date			Nov. 2005 Year to Date		
Item Description	Income	Ex- penses	Income O /(U) Exp	Income	Expenses	Income O /(U) Exp.	Income	Expenses	Income O /(U) Exp.
<b>1. Annual Membership</b>				\$1,655.00			\$1,665.00		
A. Newsletter					\$854.54			\$1,029.46	
B. Hot Line Phone		\$29.68			\$281.17			\$278.12	
C. Calendar					\$399.75			\$367.38	
D. Membership Cards								\$78.34	
E. Mailing Newsletters and calendars to Late Members					\$15.00			\$51.04	
F. Club Insurance					\$1,576.84			\$987.00	
<b>Sub Total</b>	\$0.00	\$29.68	(\$29.68)	\$1,655.00	\$3,127.30	(\$1,472.30)	\$1,665.00	\$2,791.34	(\$1,126.34)
<b>2. Monthly Meeting Food</b>		\$121.33	(\$121.33)	\$85.00	\$2,161.75	(\$2,076.75)	\$98.00	\$2,330.10	(\$2,232.10)
<b>3. Holiday Party</b>				\$2,000.00					
<b>4. Waterford Fall Picnic</b>					\$3,511.50	(\$1,511.50)	\$2,285.00	\$3,943.50	(\$1,658.50)
<b>5. Programs</b>				\$115.00	\$127.54	(\$12.54)		\$444.00	(\$444.00)
A. Swap Meet				\$1,561.00	\$784.92	\$776.08	\$2,310.00	\$988.57	\$1,321.43
B. Show 31		\$44.89	(\$44.89)	\$5,997.00	\$3,440.63	\$2,556.37	\$7,116.00	\$4,334.87	\$2,781.13
C. Go 31				\$2,927.29	\$3,237.00	(\$309.71)	\$3,034.11	\$3,845.00	(\$810.89)
D. GingerMan				\$4,447.13			\$3,062.40	\$3,400.00	(\$337.60)
E. Labor Day Classic	\$400.44		\$400.44	\$4,447.13	\$4,412.52	\$34.61	\$3,522.77	\$3,839.74	(\$316.97)
F. Harvest Happening	\$1,390.78		\$1,390.78	\$4,845.78	\$4,267.63	\$578.15	\$3,958.11	\$3,405.90	\$552.21
<b>6. Club Jackets</b>			\$0.00	\$940.00	\$321.50	\$618.50			
<b>7. Club Pins</b>				\$12.00		\$12.00	\$10.00		\$10.00
<b>8. Club Shirts</b>			\$0.00	\$566.00	\$122.00	\$444.00	\$977.00	\$1,318.00	(\$341.00)
<b>9. Director's Shirts</b>							\$380.00	\$380.00	(\$380.00)
<b>10. Misc. (Books &amp; WDC)</b>		\$49.96	(\$49.96)		\$49.96	(\$49.96)	\$457.00	\$494.00	(\$37.00)
<b>11. DVD Recorder</b>								\$460.28	(\$460.28)
<b>Totals</b>	\$1,791.22	\$245.86	\$1,545.36	\$25,151.20	\$25,564.25	(\$413.05)	\$28,495.39	\$31,975.30	(\$3,479.91)
<b>Beginning Cash on Hand</b>			\$2,974.79			\$4,933.20			\$9,225.00
<b>Ending Cash on Hand</b>			\$4,520.15			\$4,520.15			\$5,745.09

## Shelby Chrysler Connection (Continued)

(Continued from page 9)

ence, gained during World War II, in which Chrysler built powerful aircraft engines utilizing hemispherically shaped cylinder heads.

There is a lot to see and learn at the Chrysler Museum. We enjoyed the opportunity to learn about the Chrysler Corporation and its contribution to automotive design, technology and innovation. It is especially interesting to learn about Carroll Shelby's connection to Chrysler.

(Continued on the next page.)



# SAAC-MCR Monthly Meeting Minutes *by Kurt Fredrickson*

October 5<sup>th</sup>

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

**New Faces:** Rob and Georgette Hattle, along with 37 familiar ones.

**Competition Dir:** Darius Rudis said the last track event is October 8<sup>th</sup>.

**Financial Report:** Craig Shefferly N/A. We have approx. \$4200.00 cash on hand.

**Editor's Report:** Mike Nyberg stated the 3<sup>rd</sup> quarter newsletter was mailed last week.

**National News:** Jeff Burgy said next year's SAAC Convention will be in Utah. He said he had a busy few months with his adventures with Shelby and Ford Vehicles. Exciting Stories!!

**Show Dir:** Gary Roys had nothing new to report.

**Membership Dir:** Rich Tweedle indicated we have 133 paid members. The club now has a vast DVD library.

**Advertising Dir:** Mike Riemenschneider is working on ads and sending them out prior to events.

**This N That:** Erin spoke about a problem with her FIA Cobra in 3<sup>rd</sup> and 4<sup>th</sup> gear. The motor bucks and loses power. Some think it is a lean condition, and others think it is electrical.

**New Vehicles:** Jerry Helfman sold his Tiger, and bought a 1999 Ferrari. Rick Vanderheide purchased a new 2007 Shelby.

There was discussion regarding possible Holiday Party locations.

November 2<sup>nd</sup>

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

**New Faces:** Mark Kulwik, who owns a 1968 Shelby 350 and is on the Indiana SAAC Board.

**Competition Dir:** Darius Rudis stated that we made a little money on track events for the year.

**Financial Report:** Craig Shefferly N/A. We have approx. \$4000.00 cash on hand.

**Editor's Report:** Mike Nyberg N/A.

**National News:** Jeff Burgy N/A.

**Show Dir:** Gary Roys N/A.

**Membership Dir:** Rich Tweedle made an attempt to attend the meeting, but due to icy road conditions, and out of respect for his new Mustang, turned around and went home. He did phone in that there were 134 members.

**The Club Website:** Dean Ricci. Members spoke of what a great job he did updating the club website.

**Advertising Dir:** Mike Riemenschneider, nothing new to report.

**This N That:** Yearly club officer election took place, and all previous officers were voted to another term. Steve White spoke of the Bosch Spark Plug seminar on November 4<sup>th</sup>.

December 7<sup>th</sup>

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

**New Faces:** Dave and Dawn Decker, who have a series 4000 Shelby Cobra. Rodney Beckwith IV, Richard Straughen, who has a 2007 Mustang GT. Tracy Stocker, who is an Automotive Photographer, Jeff Gates, who has a 1967 Shelby.

**Competition Dir:** Darius Rudis will confirm the '07 Track Event dates. He is working with SVTOA to have a joint track event in July.

**Financial Report:** Craig Shefferly indicated we have \$4300.00 cash on hand.

**Editor's Report:** Mike Nyberg reviewed the status of the proposed articles for the next newsletter.

**National News:** Jeff Burgy N/A.

**Show Dir:** Gary Roys N/A, but, no shows planned until next year.

**Membership Dir:** Rich Tweedle indicated we have 136 paid members.

**Advertising Dir:** Mike Riemenschneider read off all of the places that he was able to get advertising for free.

**This N That:** Randy Betki shared an article, with pictures, about the new Shelby that was test driven by several club members at the Ford Test Track. All who had the opportunity to drive it were very impressed with its speed and handling. This article will appear in My Ford Magazine.

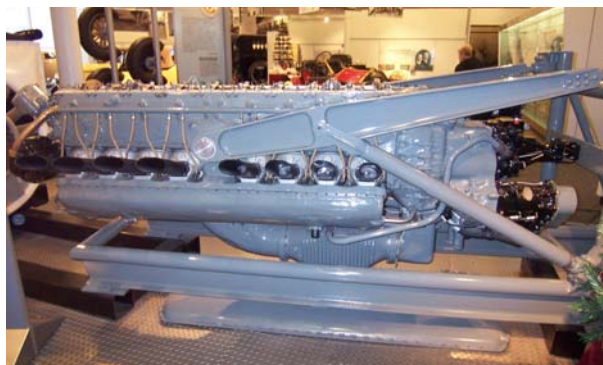
**President's Report:** Tom Greene is working with the '32 Ford Club to have them show their cars at our SAAC-MCR Show and Go XXXII. This could be a "big" addition to our event.

## Shelby/Chrysler (Continued)

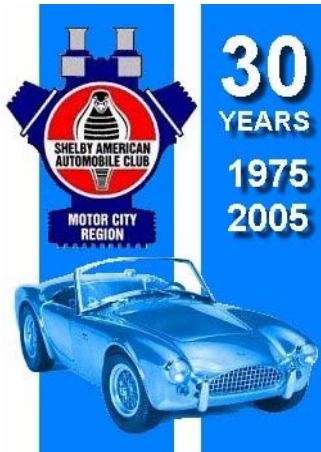


1951 Chrysler HEMI Engine

In 1944, at the request of the US Army Air Forces, Chrysler developed a high-performance, sixteen cylinder military aircraft engine capable of developing 2,500 HP. Only five of these experimental super-engines were built and delivered. Research leading to the production of this engine—involving highly-efficient hemispherical combustion chambers—eventually found a peacetime application in the legendary Chrysler HEMI V-8 passenger car engine introduced in 1951.



**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.net**

## 2007 Events Calendar

Jan 13-21, North American  
International Auto Show, Cobo  
Hall, Detroit, MI

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

Feb 10, SAAC-MCR Holiday  
Party at Roush Automotive  
Collection, Livonia, MI

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

Mar 9-11, Detroit Autorama,  
Cobo Hall, Detroit, MI

Mar 28-1, Barrett-Jackson Auc-  
tion, Palm Beach, FL

May 18-20, Spring Fling, Brown  
County Park, Nashville, IN

May 18-20, Kit Car Show, Fair-  
grounds, Carlisle, PA

May 24-27, Ford GT @ Indy 500,  
Indianapolis, IN

June 1-3, All-Ford Nationals,  
Carlisle, PA

June 3, Show 'n Go XXXII at  
WHQ, *(the Show Part)* Dearborn,  
MI

June 4, SAAC-MCR Driver's  
School *(the Go Part)* Waterford  
Hills Race Course, Waterford, MI

June 14-17, 2007 GT500 Meet,  
Mid-America, Tulsa, OK

June 27-1, Classic (55-57)  
Thunderbird Club International  
Convention, Sacramento, CA

July 6-8 SAAC 32, Miller  
Motorsports Park, Tooele, UT

July 21-22, GingerMan Open  
Track, South Haven, MI

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



**Two Tiger owners sizing up a Panther (Pantera in  
Italian) at the FME Open House in April.**

*Image by Rich Tweedle*

Aug 18, 13th Annual Woodward  
Dream Cruise, Pontiac to Fern-  
dale, MI

Sept 2, SAAC-MCR Waterford  
Hills Open Track, Waterford, MI

Oct 6, SAAC-MCR Waterford  
Hills Open Track, Waterford, MI

Oct. ??, Fall Color Tour at John  
& Trish's Home, Lake, MI

*Check the SAAC-MCR website  
at: [www.saac-mcr.net](http://www.saac-mcr.net) for the  
latest information about  
events.*