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Shelby American Automobile Club – Motor City Region

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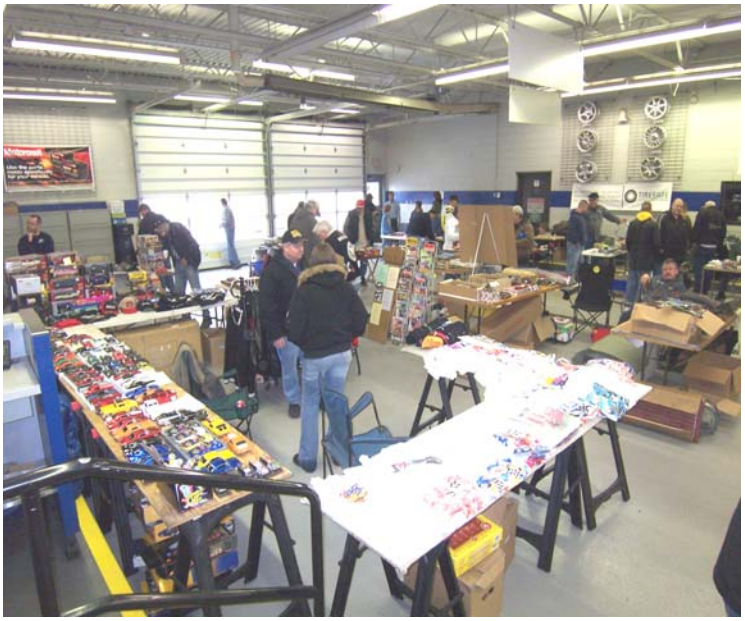
President's Corner *By Tom Greene*



The successful 26th SAAC–MCR Annual Indoor Winter Swap Meet at Gorno Ford dealership in Woodhaven, MI.

See related article on page 6.

It's the time of year that we look forward to the coming of a real SPRING, bringing with it warmer weather, and the sounds of the cars we love on the road. I am getting a jump start on *MY* Spring by going to Sebring Florida for the oldest continuous race in the US – the 12 hours of Sebring. Yes, the SVRA folks get to participate – we have a mini-enduro of 60 minutes, and then we get to watch the 12 hour ALMS series, from the paddock. It's worth the price of admission, despite the rather limited track time (there's 3 sessions only). Speaking of sounds, there's the vintage racers and then the prototypes in the ALMS series. This is a great way to get the race year started.

But back to our local view; recently, we had our first SAAC-MCR harbinger of spring by very successfully completing our Winter Swap Meet. This event was a very good start to our club year. We made a profit on the swap meet, the vendors made some money and the browsers got to find the things for which they were looking. Our swap meet delivered to the formula for success – that is everyone had their needs met.

As a club, we are taking a better look at our future this year. As you recall, our financial results over the past couple years have been shown in the color red. To prevent a continuation of this trend, the Board of Directors has worked out the plans for us to have a good financial year – and a good year for the members. We have planned out the balance of the years events and they include making a modest profit for each event and steadily and continuously improving our financial position.

We are poised to have a very good year, balancing giving back to the members and the club remaining financially viable. And as a glimpse of the future, we will also have another club participating in our premiere show – the Deuce club is having their national event at the WHQ later this year, and we will get a preliminary look at their cars at OUR event in June.

I'll conclude this installment with a word about our recently retired members – with the coming of February 28 fully 1/3 of the SE Michigan salaried Ford employees took their departure from Ford. We now have even more retired club members than before. Congratulations to those who have joined the ranks of the retired – and our best wishes to those who are continuing their working careers.

Club Website: www.saac-mcr.net **Web Master: Dean Ricci** *at* dean@deanricci.com

Inside this issue:

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SAAC-MCR Open Track Events *by Darius Rudis, Competition Director*

Driver's meetings provide information to make your open track experience fun and safe for everyone.

We provide an environment where you can enjoy your car and discover the unique experience of hot lapping it.

SAAC-MCR Open Track Events allow participants the opportunity to use their performance cars they own, in a safe, controlled environment the way they were intended to be driven. The typical driver is an experienced driver, and comfortable with their own high-performance car in street driving. You're looking forward to having a chance to stretch out your knowledge of the car at a racetrack environment. SAAC-MCR open track events provide the maximum amount of quality driving time possible, and to make available instruction that will help you refine your abilities as a high performance driver.

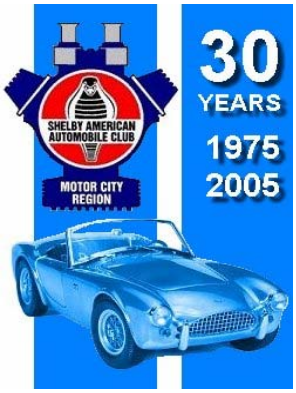
An open track event is not a race, nor is the intent of this event to help you become a race car driver. We are here to provide an environment where you can enjoy your car, and discover the unique experience of track driving. Drivers who get out on course and get sucked up into what racers call the "red mist" (aggressive / competitive / ego), will not be tolerated. In fact, I'll probably pronounce your name wrong the first time, but will get it right the next time I ask you to leave the premises.

What is open track driving like? Well, let's just cut to the chase, and call it the hardest, most intense and concentrated driving experience available that *isn't* competition. We're going to try and teach you the basics you need to go fast - safely. There will be years of practice and coaching, as well as novels of instructional reading materials you can find in the library or internet. But with all that reading, there is nothing like the experience you can get while actually behind the wheel. We will teach you to be smooth, aware, and go slow in order to be fast.

SAAC-MCR provides a track, ambulance, corner-workers, and instructors. You provide your own vehicle. It is YOU that determines how much you wish to push your enthusiasm, with the instructor in the passenger seat coaching you around the track. Passing is allowed in designated areas only, which are only straights of the track, and only when the lead car points to you, moves over, thus indicating/allowing you to pass that vehicle.

By the end of the day, you will have learned something about yourself and your vehicle, made some new friends or strengthened bond between existing friends, and (if your aren't too tired) will have a big grin on your face when you think back on what you just accomplished at the track.

Now login to www.SAAC-MCR.com and register for the open track events, and we'll see ya there!



Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 107 members

New members include: ***Jason & Carol Kolk and Mark & Judy Kulwik***

Don't forget to renew your membership.

Late Model Mustang Clutch Quadrants

By Steve White with technical assistance from Mike Beltaire

As mentioned in the previous article published in the Volume 31, Issue 4 edition of Shelby Life, a common modification for Mustagers is to go to an adjustable clutch cable and a non-adjustable quadrant, often with a firewall adjuster.

The stock Ford two-piece self-adjusting clutch quadrant can break or the adjusting teeth shear off when subjected to severe use. Numerous companies make solid aluminum non-adjustable quadrants of varying designs and levels of quality. One of the key distinguishing features of the aftermarket quadrants is the number of hooks for attaching the under dash end of the clutch cable. Many versions are just a single hook design. Steeda makes a double hook version and there are triple hook designs available that are probably there to get around Steeda's patent on the double hook design. Typically, the third hook point is not in a useable position.

Some of the quadrant's cable track radii are larger and some are smaller than stock. Be careful in this area, as the routing of the cable on a different radius can place the cable under excessive stress, causing premature failure. In a related design point, the hook position and shape can also have a negative effect on cable life. It's best to use one that places the installed cable end tangentially to the radius to eliminate pulling at an angle and causing a binding stress.

There are two mounting holes to the clutch pedal shaft. The two pins that the quadrant attaches to have a pretty large tolerance, making it difficult to line up both of them in a single piece design that covers all the production variances. To address this, some manu-

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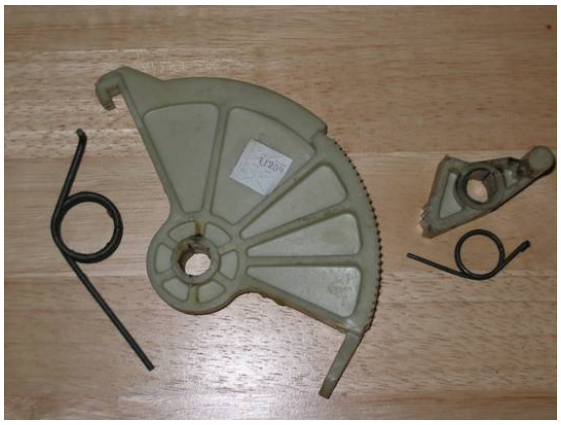
Example of single hook design (Maximum Motorsports)

Example of double hook design (Steeda)

Example of triple hook design (manufacturer unknown)



Stock self adjusting quadrant

55th Detroit Autorama

by Randy Hayward

The Super Bowl of car shows was finally here, the 55th Detroit Autorama. However, unlike the Super Bowl or most sporting events that only have one winner; the Autorama has several winners. As a matter of fact, the seven hundred plus cars being showcased could all be considered winners in their own rights.

As I approached Cobo Hall in downtown Detroit, I wondered if every person walking or driving in the vicinity was heading to the Autorama.. I concluded, "Of course they are this is the greatest hotrod show in the world." So I began to smile at everyone that looked in my direction as if to send a silent signal that I too understood what awaited us inside Cobo Hall. When I finally entered the hall, I was not disappointed. I found hundreds of cars with unbelievable paint jobs, custom features, powerful engines, and spectacular displays. I also found great conversation on how long it took car owners to put their latest projects together.

"However, unlike the Super Bowl or most sporting events that only have one winner; the Autorama has several winners. As a matter of fact, the seven hundred plus cars being showcased could be considered winners in their own rights."

As I walked around I saw many Ford vehicles that were restored to factory specifications or custom modified. The cars that were modified were done with such good taste that I asked myself, "Why didn't Ford think of that?" One such example was a 1964 Ford Galaxie with shaved door handles and trunk that was owned by Alex Test of Dearborn, Michigan. While trying to decide which cars to photograph and which owners to interview, I saw a beautiful Cobalt Blue 1942 Ford Pick Up. This truck showed what the Autorama or any car show should be about: family. Let me explain. The owner of the 1942 Ford is a sixteen year old young man, Jon Clements, who built the car with his father Daniel (more on super dad later). Jon stated that he received his license only eight months before the show, even though he has owned that truck since he was twelve. What's more amazing is that the truck was finished two days before the Autorama. Jon said his truck was trailered to Cobo Hall but he plans on driving his '42 often. While I was wrapping up with Jon he noted that the additional three cars in his display area were owned by his sister Jennifer, father Daniel and mother JoAnne. It was time for a family interview.

Jon's 21 year old sister Jennifer was displaying a 1965 baby blue Mustang Coupe. She said her father Daniel did most of the work, but taught her to paint and weld while building her '65. Jennifer can be the poster child for "Girl Power" because she builds cars, attends college (SVSU) and knows how to shop. Her '65 Mustang was bought on eBay for $2125 and driven home. Now that's shopping. What about mom and

The Clements family

Marilyn Monroe next to a 1955 T-Bird

Kevin Watson and his 1972 Pantera

Detroit Autorama *(Continued)*

dad? Before I note what mom owns let me offer a disclaimer. This is a "Ford Family", most of their cars are Fords and dad works for Ford. With that being said, mom, JoAnn, was showing a beautiful, red 1969 Corvette that she bought her husband for Fathers Day. She drives it the most, cleans it and even drove it to the Autorama show. Sounds like she has taken back her Fathers Day gift. Dad, Daniel, would agree. When I asked which car he owns he said "I own none of these they just let me work on them." Daniel then pointed out a 1940 Ford Sedan that he does claim as his. He has been updating his sedan since 1984. He restored the body himself and added a 351 Windsor for reliability. And that reliability has been proven many times. Daniel stated that he has driven his Ford Sedan to Knoxville Tennessee, to the nationals in Louisville and of course up and down Woodward during the Woodward Dream Cruise.
After meeting the Clements family it was as if a veil had been lifted. As I looked around I noticed many fathers, mothers, grandparents, uncles and aunts explaining to children of all ages car history or the workmanship that went into the cars the children were viewing. As long as this continues the hobby will always have new members. The Clements show that a family that builds cars together stays together. They are members of MHRA Road Knights car club.

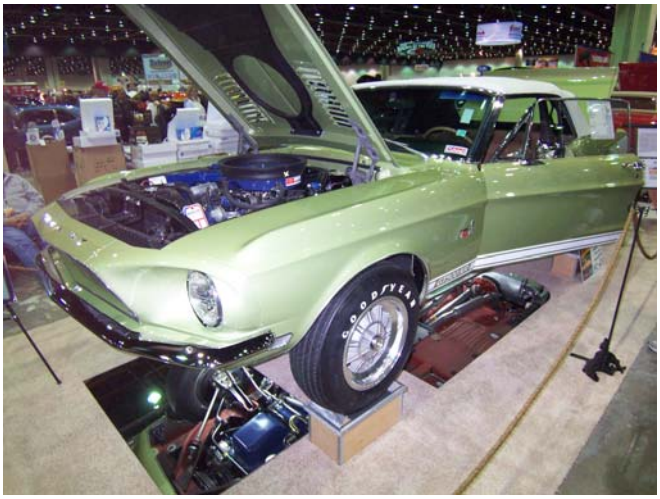
The Autorama not only attracts families, but also draws in stars. I spotted James Dean and Marilyn Monroe standing next to a 1955 T-Bird owned by Dan Rinaldi of Mansfield, Massachusetts. Dan wasn't around to answer any questions about his car and James and Marilyn proved to be cardboard stand-ups. But I did see a star from the early seventies, a 1972 Detomaso Pantera owned by Kevin Watson. Kevin stated that he first saw a Pantera when he was eighteen, but had to wait until he was forty to be able to afford the car of his dreams. Once he acquired his Pantera he made it his own by painting it a striking Viper Blue known as Bonzi Blue. The color and paint job screamed, "Look at me!" It was so hard to turn away from this car. Kevin said after purchasing his Pantera, which he has owned for 4 years, he took eighteen months to restore it. He did all of the work except for the engine (Holbrook Racing Engine), and the paint (Danny Regits from DTA). During last year's Autorama Kevin said his Pantera won first place in both the Mild Sports and Sports Car categories.

Along with Mustangs, Ford Trucks, and Panteras there were a few classic Shelby Mustangs. Ford also had on display the new Shelbys now hitting the street. Darren and Laura Korbay had a modified 1968 Mustang GT 500. Their car had a 428 with dual quads, tremec 5 speed, and 4 wheel disc brakes along with many other modifications.

After spending the entire weekend in downtown Detroit attending the Autorama I began to look forward to the upcoming months of cruising and local car shows. If you have never attended the Detroit World of Wheels Autorama begin to make plans to attend the 56th Autorama next year. I have been blessed to attend as a spectator as well as an exhibitor (1970 Shelby GT 350 in 2005). If you have the time, gather your family, select a vehicle, and build a car to enter in the Super Bowl of car shows.

Ring Brothers' custom fastback

Chip Foose and the author of this article, Randy Hayward



One of the few classic Shelby Mustangs, a GT500KR Convertible, Metallic Green with a 428 Cobra Jet engine and 4 speed transmission.

Winter Swap Meet at Gorno Ford *by Mike Nyberg*

The 26th Annual SAAC-MCR Swap Meet at Gorno Ford was on February 25th. The day began not looking very good for a swap meet. There was a mixture of rain and snow at 6:00 am, which could possibly keep people from attending the swap meet. Most of the sellers of parts and the SAAC-MCR members who coordinate the swap set up were at Gorno Ford at 7:00 am. The vendors had their displays set up for browsers when the doors opened to the public at 9:00 am.

Actually, preparation for the event took place the day before. John Moore and his sons, Ian and Eric, met Kurt Fredrickson at the Gorno Ford dealership in Woodhaven, to mark off all the vendor spaces.

The bad weather didn't keep the vendors or the browsers away. Kurt Fredrickson rented 45 spaces to vendors and 335 browsers looked at their stuff. Elaine Moore and Mike Elwood spent all day collecting entry fees form all the browsers. Bud Koss kept an eye on the garage door in the repair area of the dealership. Bob Grant was stationed at the overhead door controls to let vendor vehicles in and out of the write- area of the dealership. Craig Shefferly and Lee Swonder manned the SAAC-MCR table to sell shirts and give attendees information about the club. They, also, accepted (5) club membership renewals. Ryan McFadden, who works for Gorno Ford, was with us all day and helped us with any special needs.

Some of the people who make the Winter Swap a success. L to R: Front Row; Ian and Eric Moore, Back Row; Elaine Moore, Kurt Fredrickson and Craig Shefferly

Many browsers bought the stuff they saw. The vast majority of the vendors I talked to were happy with the event and the sales they made. Erin Garzaniti sold 80% of the parts she brought to the meet and she had many. Jim Binder sold everything he brought.

Steve White saw a vender pull some parts out of his truck as Steve was parking his car. By the time Steve got to the door a browser had purchased the parts and was walking out the same door.

John Yarema had a trailer full of tires, wheels and wheels with tires, as well as other assorted items. He brought a lot, sold lot and still took a lot back home. He enjoyed bantering with the browsers and made some money in the process.

John Yarema next to his trailer of goodies. He sold a lot of items, while having fun bantering with customers.

John Moore had many 2007 Mustang take off parts, as the result of build STEEDA Mustangs. He sold (4) beautiful rear spoilers for $5.00 each. He was, also, giving away cold air intake filter boxes with the filters. Browsers got some excellent bargains at his booth.

I was able to sell a set of (4) 35 year old Goodyear polyglass tires to a man in Norway. Not from Norway, but, in Norway. I was talking to a browser and he mentioned he had a wealthy friend in Norway that had a collection '60's and '70's Ford products. He said he helped this Norwegian buy parts for his cars and then shipped them to Norway. I suggested his friend might be interested in my set of tires. He pulled out is camera phone and took a picture of the tires and then asked me for my business card. I figured I might hear form him some day in the future, if his friend was interested in the tires. With in (20) minutes he was back with the money for my asking price. He had phoned his friend in Norway with the picture and was giving the OK to buy. He whet to the nearest ATM machine and obtained the money, to buy the tires. What a unique experience!

There was a big surge of browsers before lunch. There was only a trickle of browsers after lunch and the vendors were packing up their stuff by 2:00 pm. Several SAAC-MCR members pitched in to clean the floor, including myself, John Yarema, Erin & Dino Garzaniti, and John Moore and his two sons, Ian and Eric. By shortly after 3:00 pm the dealership was like we found it.

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Winter Swap *(Continued)*

The consensus at the end of the day was the browsers, vendors and SAAC-MCR benefited from the event. All the preparation and hard work by the club members paid off. None of this would be possible without generosity of George Gorno and his daughter, Cindy, who open their award winning dealership for the club, on Sunday morning.

Bob Grant operated the dealership write-up area overhead doors, to let vendor vehicles in and out.

Customer, Marino Manolis, purchases an item from vendor, Graig Sanchez. It must have been a good deal for both.

Customer Bob Hemphill purchases an item from Domenic Garofali. I'am not sure Domenic liked the deal.

Clutch Quadrants *(Continued)*

(Continued from page 3)

facturers don't provide for the second shaft attachment, and just design the quadrant to rest against the shaft. Most other makers use large tolerances for both holes, creating a sloppy installation and other problems. Maximum Motorsports seems to have solved this problem by slotting one of the holes, to allow for the center-to-center variance between the two mounting shafts, while not creating a large, sloppy diameter. Deficient designs in this area can cause a loose feel or a metallic ringing noise when the clutch pedal is pressed or released. (A loud exhaust solves this problem!)

Another point to consider, when shopping for the best design, is the pivot shaft spacer. If you are looking at a quadrant without the pivot shaft spacer, turn and walk away! The stock quadrant has a spacer molded in to it that rides over the pivot shaft. If you install a quadrant without a spacer, it will be all over the place and eventually cause serious problems. If you've found yourself in the position of having already purchased a quadrant without the spacer, or if there is just another design out there that you absolutely must have because you like some feature of it, Steeda sells a spacer kit separately to properly space and position your quadrant. Also, the quadrant needs to be shimmed properly away from the pedal arm for proper cable alignment. Pre 1994 cars have a support bracket, which makes quadrant access difficult. Therefore quadrant manufacturers machine the thickness at the pedal end thinner than the rest of the quadrant for ease of installation. However, some makers have been known to machine the wrong side, indicating that they don't understand the design.

Be aware that different grades of aluminum are used for quadrants that can lead to early wear or cable damage.

With all these variables, which is the best design? It is not the intention of this article to name names, but to alert you on the critical areas so you can make an informed choice. Here are some points to consider before you make your purchase:

- Look for a design with the same cable track radius as the original quadrant.
- Consider a design with a slotted pivot hole, rather than an enlarged diameter.
- For ease of installation, pick a design with the thinner portion on the driver's side of the quadrant.
- Download and read as many of the manufacturers' installation instructions as possible. These can give you some insight into how much engineering was used for the quadrant design.
- Don't rule out using a combination of components from multiple manufacturers; one company's well thought out quadrant coupled with a stock cable and a good firewall adjuster from another manufacturer can work very well together! Package deals usually fall short in at least one category.
- Avoid making a purchase based on Internet reviews alone. Most of the Internet reviews come from people who have only

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Scutchfield Metal Shaping

by Jerry W. Mattson

It could be argued that Ed Scutchfield's career was changed because of his 1941 Ford hot rod. It was shortly after he and a friend opened a body shop in the 1970's and the Ford was parked in front of the building that a man walked into the shop looking for the owner. The quality of Ed's work on the partially finished hot rod brought him in.

He told Ed that he displayed cars at Meadowbrook and asked if he would be interested in making a set of fenders for his 1913 Buick. That began Scutchfield's first classic car project. Since then he has formed metal parts for many classics including Packard, Auburn, Maserati and Porsche automobiles.

Scutchfield is a metal bender. He is also one of the best in the country, and perhaps one of fewer than 20 people in the U.S. who can make a living shaping metal with a power hammer.

He has built parts, or complete bodies, for cars that have won the Daytona 500, raced in the Indianapolis 500 and won top honors at concours d'elegance events at Pebble Beach and Meadowbrook. In 1987, Scutchfield worked with the GM Buick Special Products Group developing the first Buick Regal body for use in NASCAR. This car was driven to victory in the 1988 Daytona 500 by Bobby Allison. Incidentally, this race, where Bobby crossed the finish line two car lengths ahead of his son Davey, is listed as one of ESPN's Top Ten Daytona 500 Finishes.

"After that race, our phone rang off the hook," he said. That resulted in their shop working nearly two years for car owner Kenny Bernstein's NASCAR effort, also in a Buick, with driver Ricky Rudd. Scutchfield also worked on the Mac Tool Indianapolis 500 racecar program of Andy Granatelli where his focus was on getting the proper instrumentation mounted in the limited space within the side pods. Scutchfield still liked the antiques and classics so the work at the metal shaping and fabrication shop at that time was divided 50/50 between NASCAR racecars and the classic cars.

After about six years at their collision shop in Troy, Scutchfield sold out. "Buick got out of racing around 1990 and I figured I'd had enough of that. I just wanted a small shop doing metal work. No painting," he said. Ed and his wife Diane moved to Ray Township, a few miles east of Romeo, in 1991 and he hasn't worked for anyone but himself since then.

Around 1983, Scutchfield met Scott Knight, a high-end hot rod builder, in Los Angeles and spent some time watching Knight use a power hammer to make body parts. "Man, I have to get one of these (power hammers)," he told Knight. It took a while, but eight years later Knight called to say a power hammer was for sale in Chula Vista, CA, just south of San Diego.

Knowing these were rare, Scutchfield and a buddy flew to California to look at it. They found the Pettingell double-headed power hammer, built in Amesbury, MA, around 1930, in a shipyard where it had been salvaged from a WW II aircraft carrier. It had long ago been retired from its use in shaping panels for fighter planes damaged in combat. The machine was in pieces, with some parts missing, and it weighed about 8,500 pounds.

Ed Scutchfield next to his power hammer

Scutchfield bought it. Next he picked up a rental truck to transport his new purchase back to Michigan. The weight of the machine somewhat exceeded the capacity of the truck, so it was a long haul home. "We barely made it over the Rocky Mountains," he said. Using photos of Knight's equipment and measurements he had taken, Scutchfield made the necessary parts to make it operational. He also made three or four die sets and began practicing forming metal with it.

His first big job, after getting used to the equipment, was making a new aluminum body for a Type 57 Bugatti, one of only 700 produced between 1934 and 1940. "There was quite a bit of scrap metal generated on that job. There is an awfully steep learning curve for these hammers," he said. Knight told him it would take five or six years to get good at running it. He said, "The hardest thing will be trying to make a living while learning to use it."

Scutchfield picked up a lot of the metal forming techniques by watching and working with masters of the trade like Red Twiet of Red's Metal Shaping in Gardena, CA. Twiet is a man in his 80's, whose work Scutchfield describes as "phenomenal". In 1992 he called Twiet and asked if he could come out there and spend a day with him. Twiet answered, "I'll give you an afternoon." Once they met and Twiet saw how well his visitor could already shape metal, he invited Scutchfield back for the next day, then the next. That first visit stretched from half a day to two and a half days. The next visit was for a week and the latest trip, about five years ago, lasted six

(Continued on page 9)

Scutchfield *(Continued)*

(Continued from page 8)

weeks. "Red said my work was beautiful," Scutchfield said. "I was honored to get a compliment like that from a man with Red's ability." When he is finished making a sheet metal part for a vintage automobile, it is an exact reproduction of the original. "Seeing is believing." said Diane.

Besides the pre-war vintage and classic cars, he has built "about four airplanes" worth of body panels, including the complete fuselage for a 1930's era de Havilland Tiger Moth bi-plane.

The years of work at metal forming are now paying off for the Scutchfields. The high quality of his work is known and people with rare and exotic cars, and other projects, seek him out to do work for them. A hot rod owned by Tom Gale, former VP at Chrysler, has been on the cover of at least three hot rod magazines. Scutchfield built the body for Gale's 1933 roadster that looks suspiciously like it may have some Ford DNA in its bloodline.

Recent Ford projects include making the rear lower belly pans for the Dearborn Deuce 1932 reproduction cars and forming all the sheet-metal above the beltline for a customer remaking a GT 40. He is currently building the second aluminum tub, or monocoque chassis, for a 1966 Chaparral 2E. These high-wing sports cars were made famous by the Chaparral team including Jim Hall, Hap Sharp and Roger Penske. The car will have the body, suspension and powertrain added at another shop. The first completed 2E was featured in the January 8, 2007 issue of the *Detroit Auto Scene* newspaper.

More information on Scutchfield is available at www.scutchfieldmetalshaping.com.

Ed Scutchfield and his wife Diane next to the Chapperal body

Tire Tech - Part 3: Rain Tires *by Steve White*

The first weekend of August 2006 in Wisconsin started out very good, with sunny skies over Road America on Saturday and a finish in 2nd place in class in the Autocross. Sunday's weather, with dark skies and drenching rain, was a contributor to what was going to happen. Since a college chum came out to visit me and act as my pit crew (a luxury I normally don't have at track events!), I decided to swap the sticky track tires that were essentially slicks with my street tires, since they at least had tread on them.

The problem was that the street tires, which were put on the car by the previous owner, were roughly 24 years old! They had no checks or cracks, as they had received very little sun exposure by being in the sun only when I drove it, and were otherwise in the garage. I did have warnings that they had become hard by aging, when I happened to pull a "fun" maneuver and could not find a tire signature on the asphalt went I back to the scene of the crime.

By now, most people have heard the story of what happened while I was driving on the rain soaked track, at ever decreasing speeds due to the lack of grip, and met up with an immoveable cement barrier.

Needless to say, I have replayed the incident in my mind hundreds of times, trying to understand just what happened and why it snapped so easily. While my driving reaction might have been a factor in the final result, why was it like driving on ice? Most know that modern race rain tires and street tires have circumferential channels and grooves to channel water out from the tire, but what about rubber hardness? If you've watched professional road racing on TV when run in the rain with rain tires, you'll see the drivers (and hear the commentators announcing) that as the track dries the drivers are searching out wet areas of the road to keep the tires cool. Why is this? Rain tires, which are meant to run on the cooler tracks that exist in rainy conditions, are made with a softer compound than dry tires.

Why might this be? After pondering this and my soul searching post accident for a number of weeks the light bulb went off and I made what I believe is the connection between true rain tires and my incident. With dry track tires, the tires get hot from the hot track, the working of the tire carcass, and friction. In rainy conditions, the track is obviously much cooler due to the cloudy skies, typically lower ambient temperature, and the cooling from the rainwater. This makes it very difficult to get any temperature into the tire and corresponding grip. To compensate for this, the tire manufacturers start out with a softer rubber compound.

In my case, I went in the opposite direction. I used a harder tire, and to compound the mistake, I ran high tire pressures (40 psi) with

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2007 SAAC-MCR Holiday Party

by Mike Nyberg

Images by Bill Cook and William Kern

The SAAC-MCR annual post holiday party was held at the Roush Collection, on February 10, 2007. Randy and Kathy Betki made all the necessary arrangements, to insure everyone who attended had a good experience. 45 people attended the event and were treated to a wonderful dinner, catered by Elite Catering. The dinner was buffet style and included prime rib, roasted pork tender loin and salmon. Red skin potatoes, green beans and caramelized onions were also available. A green salad with Italian dressing complimented the meal. Dessert consisted of a choice between heavenly chocolate cake and ice cream topped with caramel sauce and nuts.

Randy Betki (Left) and his wife, Kathleen, (Right) did an excellent job of organizing the SAAC-MCR Holiday Party, which made it enjoyable for everyone who attended.

We were allowed to walk around the 30,000 square foot building housing the Roush Collection and view many of the cars Jack Roush has collected. The Roush Collection contains a variety of vehicles that illustrate the many themes related to Roush Racing and Roush Industries. The categories represented in the collection include racecars, research and development vehicles, classic automobiles and vintage automobiles prepared for participation in The Great Race.

A selection of racecars has been preserved from Roush Racing's past race programs. These vehicles demonstrate the heritage of Roush in competitive automotive sport series such as NHRA, SCCA, IMSA and NASCAR from the mid 1960's to the present day. Visitors will be able to view restored and unrestored racecars in addition to other items from previous Roush Racing team efforts.

The research and development category in the collection contains a wide variety of prototype, development and specialty built automobiles. The applications represented by these vehicles include interior/exterior, design and development and marketing among others.

The Roush Collection features a number of classic automobiles that date as far back as 1913. These vehicles are owned by a variety of individuals and have been collected for reasons personal to the owners. Within this category, a handful of vehicles have been prepared

(Continued on page 11)

Wendy Poorman and Jim Binder looking at one of the many NASCAR vehicles in the Roush Collection

A 1940 Ford Convertible prepared for participation in the vintage automobile rally event, The Great Race

Holiday Party *(Continued)*

(Continued from page 10)
for participation in the vintage automobile rally event, The Great Race.

The Roush Collection also houses a number of displays that demonstrate the skills and capabilities of Roush Industries.

I asked Randy Betki if he had interesting stories about getting ready for the party. He said, "You mean like Rebecca Seaman calling us just as we are dashing out the door because we are late only to tell us that Jeff's truck is not running right and that they are getting off I-275 south of where we live and could we pick them up? (*Do you mean*) that kind of story? And knowing that Rebecca is in a very motherly way, so now Kathy and I are really flying out the door and putting the pedal to the metal. Only to have Rebecca call Kathy on her cell phone to inform us that the truck is back up and running and they are going to try to make the event. One minor detail, they have all the beverages. So Kathy and I follow the route that they planed to take just in case the truck takes a dump on the side of the road. They were able to make it, and so did we."

"Or about how the Roush Racing Museum and the catering company got their wires crossed on the required bartender that was supposed to be tending bar. So after a small discussion with yours truly, it was agreed that we would continue to serve ourselves, and be quite responsible for our actions."

"Or how it must have been a good party as coats were mistakenly taken by others than who owned them, and now they are trying to find their proper owners.....Ahhhhh what a night...."

I saw John Logan looking at a military vehicle. It was a 1942 Ford 4-door sedan military vehicle just like (4) his brother bought at an auction right after WWII. His brother bought them in a package deal that also included a Plymouth. John was 14 years old at the time and his brother hired him to clean up the cars and remove the military decals. Initially it was easy to sell the cars at a profit, because new cars were not available.

John Logan standing next to a 1942 Ford military vehicle, like (4) his brother buy in an auction after WWII

The Plymouth did not sell because it had an engine knock. John, at 14 years old, had never taken an engine apart, however, he fearlessly disassembled it in the front yard to the dismay of neighbors. He fixed what he thought was causing the engine knock and reassembled it without the aid of special tools. By the time they sold the Plymouth, new cars were available, so his brother sold it for half what he paid for it.

Shortly after selling the Plymouth, the buyer returned it wanting his money back, because there was an engine knock. John's brother didn't want to give him his money, so he went into the house and brought his dad back for reinforcement. When John's father saw how big the buyer was, he said, "Give him his money back!"

I asked Daruis Rudis what was his favorite car in the Roush Collection. He said, "Of all the cars out here, none of the NASCAR cars are really exciting. The vintage 1930's are neat-o, but not my cup-o-tea. The Vintage Boss429 Mustang is great, but impractical. It belongs in a Roush museum with only 17,000 original miles on it (no fun). Thus, my favorite "toy" would be an ex-Trans-Am racecar. I love road course driving, and thus I would play with it at the track, where I would actually take it out, have fun, and DRIVE it."

This is Darius Rudis' favorite vehicle at the Roush Collection. I think his open track car will look like this in a few years.

Bill Cook sat at our table and told the story about the air plane crash Jack Roush was involved in on his 60th birthday, in 2002. The remaining pieces of the experimental air plane are mounted on one of the walls of the building housing the Roush collection. Bill said, "The

(Continued on page 12)

Holiday Party *(Continued)*

This is the remains of the experimental plane Jack Roush crashed on his 60th birthday. Standing in the doorway are (L to R) William Kern, Mike Radonovich and Joe Sultana.

plane Jack was flying hit a high power line causing it to crash into a lake. Unconscious and badly injured, Roush, remained restrained in a seat of the open-cockpit, light airplane, after it crashed into the small lake. The plane inverted and nose down in the eight-foot-deep lake, leaked aviation fuel into the water. Larry Hicks, 52, conservation enforcement officer and former Navy seal trained to rescue sailors, was at his home nearby and witnessed the accident. He immediately took a boat to where parts of the plane were protruding from the water. Although somewhat weakened by effects of cancer treatment, Hicks dove into the water to search for occupants of the plane, finding Roush on the second dive and freeing him on the third. Surfacing, Hicks resuscitated Roush, who remained unconscious. Rescue personnel responding by boat towed Roush to the bank, Hicks helping to support him. Roush required hospitalization for treatment of numerous injuries, and he recovered. Hicks sustained first-degree chemical burns about his upper body from the aviation fuel, which required hospital treatment and from which he recovered. It was incredible that Hicks was on his porch, saw the accident and had the necessary skills to save Jack Roush."

NASCAR body parts for sale at the Roush Collection

I am sure there were many other stories told that night simulated by the Roush collection and the collection of SAAC-MCR members.

SAAC-MCR members and guests seated in the Roush Collection waiting for Randy Betki to quick talking, so they can enjoy the excellent dinner

The Cunningham was one of the best looking prototypes in the Roush Collection

Photo Shoot for My Ford Magazine

by Rich Tweedle

L to R: Rich Tweedle, Dave Marchand, Randy Betki, Tom Greene and Darius Rudis all trying to smile while the Shelby GT does a burnout behind them.

Photo: C Mark Jenkinson / Courtesy My Ford magazine

In the latter part of October, our club was asked to supply some members for a photo shoot and drive of the 2007 Shelby GT at Ford Motor Company's Dearborn test track. The person behind our club being selected was Dave Marchand, Mustang/Thunderbird Car Club Center for Ford. He, along with Tom Greene, Darius Rudis, Randy Betki and I met at the Dearborn Inn in the early hours of October 18th, around 7:30 AM. We were then shuttled over to the test track and introduced to the test drivers that would have the honor of keeping us straight. Heh heh heh. After a supplied breakfast of goodies from Panera's, we were taken out to the parabolic curve on the Vehicle Dynamics track for some photos of us, as the White w/Silver Stripes Shelby GT drove by numerous times. We were by the lower guard rail and the Shelby was about midway up the banking. One of the better shots was taken as the car was backing up. Shouldn't be noticeable, except for maybe the driver looking in the rearview mirror.

After that shoot, we then went to the skid pad area, where a level II autocross course was laid out with cones. Mark-Tami Hotta, Chief Engineer of Proving Grounds and Vehicle Testing Operations did two laps of the course, took each of us on two hot laps and then let us have our fun. We each did two hot laps doing tight turns in both directions, a slalom, straights long enough to get some speed up , decreasing and increasing radius turns and a couple of chicanes and then spiking the brakes so we didn't hit any pedestrians (supposed). Only one cone gave its life so that we could wring this car out. Not that we didn't try. I guess we've had too many laps on race courses to get too wild.

The last part of our morning of glory was a photo shoot of the five of us standing with helmets in hand, trying not to have giant smiles, looking up at the camera with the Shelby GT behind us pulling away under full power so as to create an aura of billowing tire smoke around our legs. It was more than an aura, our pants collected a lot of tire rubber which we shook and rubbed off after each shot. Took at least seven shots to get what the photographer wanted. We went back to the testing center building for lunch and to see some of the digital photos that were taken that morning. There were way to many to be scanned in the time allotted. We thanked our hosts, the photographer and all that let us have sooo much fun.

Rich Tweedle (Left) changes rides with Darius Rudis (Left)

Photo: Dave Marchand

The article appears in the Winter 2007 issue of My Ford Magazine. Dean Ricci has posted the article on the club web site, www.saac-mcr.net.

A BIG THANK YOU to Dave Marchand for setting up the SAAC-MCR with this opportunity.

Group at the parabolic curve on the Vehicle Dynamics Track, while the Shelby GT speeds by. L to R: Randy Betki, Tom Green, Dave Marchand, Rich Tweedle and Darius Rudis.

Photo: C Mark Jenkinson / Courtesy My Ford magazine.

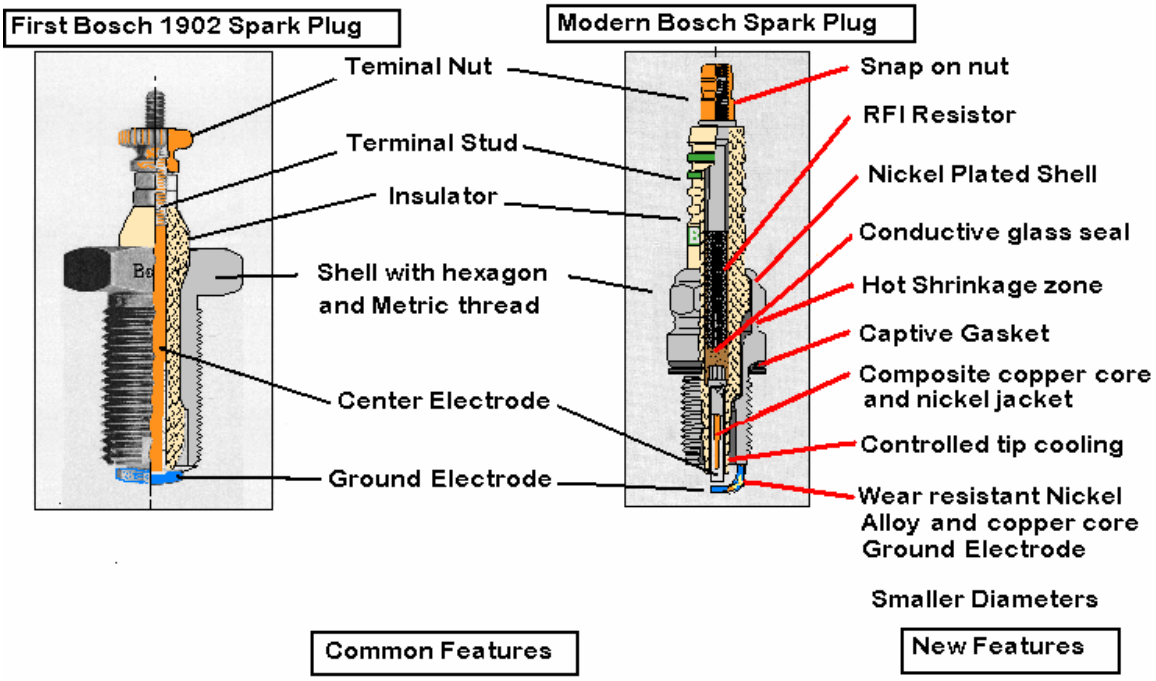
Spark Plug Facts, Myths and Tips

by John Logan

This article is based on a technical presentation given in November 2006 to 17 members of the Shelby Club by a spark plug engineer at the Robert Bosch Corporation ("Bosch") North American Technical Center in Michigan. Steve White of Bosch assisted in obtaining slides and permission. The information has been edited in the interest of brevity and to remove proprietary information. I will therefore, only cover the air gap type plugs in detail.

Some Ignition History

Internal combustion engines have had some sort of ignition system since 1807. As an example, there were "constant flame" systems where a small window in the block opened at the top of the compression cycle exposing the mixture to an open flame to ignite it for the power stroke. By 1858, there were electric spark ignition engines that had electrical contacts within the combustion chamber connected to a low voltage battery and usually actuated by the camshaft. When the contacts touched, sparks were produced that igniting the mixture. Reliability of engines used in automobiles was greatly improved when relatively high voltage magnetos were introduced in 1902 that could produce a spark across electrodes. This improvement lead to removable "plugs" screwed into the combustion chamber. Some of the first plugs used mica as the insulator and could be taken apart for cleaning. The Ford Model T used four coils with vibrating points that fired each plug of the four-cylinder engine. The plugs were screwed into the head with a ¾" pipe thread, but since then, all plugs have had metric threads. Bosch introduced their first plug in 1902 that led to the modern designs. The picture below shows the similarities and most of the improvements of the Air Gap plugs that they and their competitors have made since then and there are also several optional electrode designs now on the market. It has not been what you would call a fast moving technology.



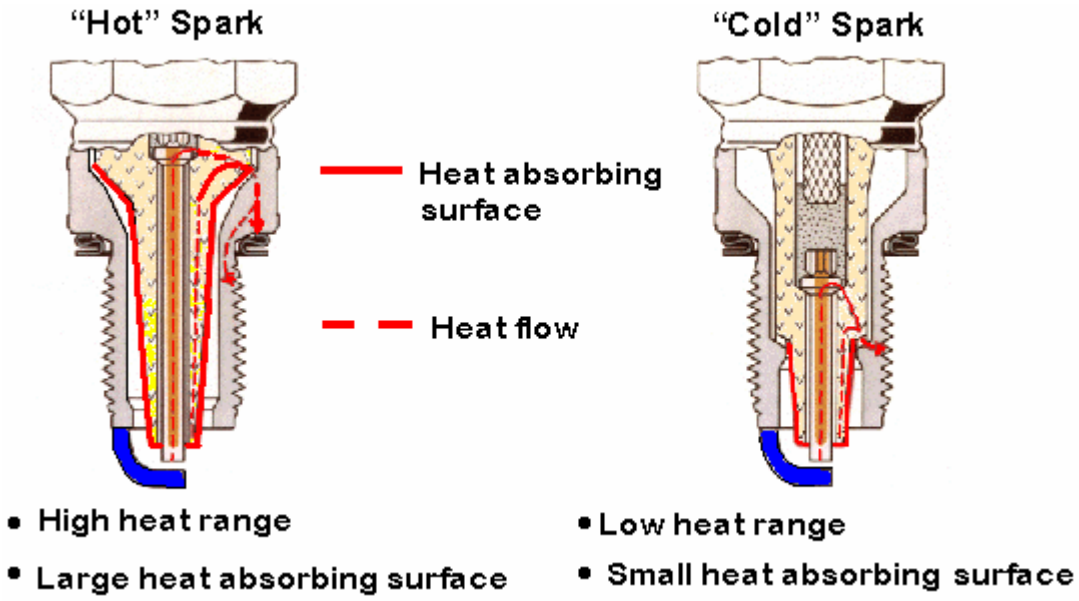
Heat Range

Spark plug manufacturers vary the heat ranges by increasing or decreasing the exposed insulator surface and the heat path from the center

(Continued on page 15)

Spark Plug Facts, Myths and Tips427 Side-Oiler *(Continued)*

electrode to the heat absorbing shell. The more exposed insulator and the longer the path, the hotter the plug as depicted in this picture.



Heat range selection

This chart is for guidance values only. Consult the manufacture's catalog, as a guide, when selecting spark plugs. We may want to vary from their recommendations because we are not all average owners.

	Bosch	Motor craft	Champion	NGK	Denso	AC Delco	
Hot	**9**	**5**	**14**	**4**	**14**	**45**	**Lower revving normally aspirated**
*	**8**	**4**	**12**	**5**	**16**	**44**	**Standard normally aspirated**
*	**7**	**3**	**10**	**6**	**20**	**43**	**Typically coldest normally aspirated**
*	**6**	**2**	**8**	**7**		**42**	
Cold	**5**	**1**	**6**	**8**	**22**	**41**	**Supercharged/ Turbocharged**

The goal is to pick a heat range that is hot enough to keep the products of combustion from fouling the plug but low enough to keep the electrodes from burning or causing
pre-ignition. Ideally, carbon should burn back 4 to 5 mm under load. Spark plugs in an Original Equipment (OEM) application are always selected as hot as possible, with some safety margin, to avoid pre-ignition. A normal daily driver hardly ever operates their vehicle under conditions, such as sustained high rpm at high load or wide-open throttle, where they could run into pre-ignition. If a vehicle is not operated in the winter, a practice that significantly reduces the risk of fouling, you can opt on the safe side and go one heat range colder.

Any vehicle modification to increase performance has an impact on the engine heat range requirement. Usually a colder plug is required. If a

(Continued on page 16)

Spark Plug facts, Myths and Tips *(Continued)*

(Continued from page 15)
modified vehicle is used on a track a colder plug is definitely required. Boosted engines are critical in terms of heat range selection and at least 2 heat ranges colder is recommended. One heat range equals approximately 6° spark advance, i.e, if you dial in 6° spark advance you must go one heat range colder.

The best way to determine whether you should change the heat range of your plugs or diagnose possible engine problems is to remove and read them. Since there are pictures of many conditions, I recommend you go to the Bosch web site at; http://www.boschautoparts.com/Resources/FAQS/QuestionsAndAnswers/SparkPlugs.htm

Answers to Myths and Aftermarket Claims

- *Engine horsepower will increase just by the changing spark plug design.*

If the ignition system is in good shape already, you won't see any improvement. In racing typically differences of no more than 5 hp from spark plug type to spark plug type are found. A daily driver will not feel this difference. Horsepower gains can be noticeable when changing to a new spark plug design, when worn plug wires and the distributor cap are replaced, due to their already deteriorated performance. You may also see an improvement by changing out spark plugs and going to a different design if your wires and/or distributor are worn out. By going to the new spark plug you reduce the required ignition voltage significantly thus making the problems you might have with your distributor and or wires go away. So in fact you can experience a significant horsepower gain by eliminating misfires that you attribute to the spark plug but you are only masking other potential problems.

- *A change in spark plug design will provide Fuel Economy benefits*.

It is not automatic that fuel economy improvements will be noticed and they may even decrease. A spark plug manufacturer only needs to show an improvement in one vehicle in order to be allowed to make a claim such as: "Up to 25 % improved fuel economy".

- *Only Motorcraft spark plugs work on Ford engines.*

Motorcraft uses a non-ISO standard insulator head diameter of 10.9mm vs. 10.5mm for the ISO standard. If plug wires have formerly been used on Motorcraft plugs, the boot stretch caused by the larger diameter Motorcraft plugs can allow a ground path through the boot gap, causing misfires.

- *Multi Spark Discharge will have no effect on spark plugs.*

The increased number of sparks with MSD Ignition will decrease plug life. Consider plug life as determined by number of sparks consumed.

- *Multiple electrode spark plugs generate multiple simultaneous sparks.*

Spark will only jump to one ground electrode per ignition event, the path of least resistance. There are no big flashes of fire as seen in ads. Multi electrodes do provide increased life of the plug. There is no way to adjust the plug gaps.

- *V-groove & U-groove electrode designs improve combustion efficiency*.

Combustion advantages cannot be substantiated. Service life is reduced in these designs due to reduced amount of center or ground electrode material. It has been noted that they may improve extreme cold temperature startability.

- *Precious metal electrodes (platinum, iridium, etc.) improve combustion.*

Special precious metals provide increased service life, not combustion efficiency. Improvement in combustion stability is due to reduced quenching of the flame kernel If you are using a lead additive, the lead will cause wear to precious metal electrodes.

(Continued on page 17)

Rain Tire Tech *(Continued)*

(Continued from page 9)
the logic that the higher pressure would help push the tire through the water puddles. The combination of dry old tires and high pressure made the tire much harder than desired for a cold wet track.

When looking for a tire to use in the rain, make sure you also consider tire hardness, and not just the tread design and how it manages to remove water in the contact patch area.

Some times learning comes at an expensive price!

Spark Plug facts, Myths and Tips *(continued)*

(Continued from page 16)

- *Fine Wire electrode spark plugs are just a gimmick.*

Fine wire designs do improve combustion characteristics and can provide smoother idle.
The fact that Iridium is used has no effect on combustion.

Aftermarket Plugs and Helpful Tips

Delphi does not produce spark plugs anymore; Currently Bosch, Denso and NGK produce ACDelco branded spark plugs for OEM. Honeywell builds aftermarket plugs for Motorcraft, Autolite, and ACDelco brands.

Beware of any spark plugs with black oxide coating. There is a risk of seizing in cylinder head. Black oxide does not have as good of resistance to corrosion as do other types of coatings or platings.

The China manufactured spark plugs with "Cage' type ground electrodes are not recommended in higher performance engines. The thermal path is too long to remove heat from the ground electrode so there is a high risk of pre-Ignition.

A large air gap improves idle up to a degree. A large air gap has a larger energy transfer but is limited by the voltage to the plug. Also the tendency of rim firing, i.e. the spark jumping from the center electrode directly to the shell increases when the spark plug gap is increased. Rim firing has a negative influence on idle stability. Typical gap settings in today's cars are .030" to .055" or 0.8mm t 1.37mm.

Voltage demands go up when the fuel/ air ratio is high or low i.e. off stoichiometric.
Indexing plugs so that the ground electrode is perpendicular to the mixture flow in the combustion chamber can allow a significant reduction in air fuel ratio. This should improve fuel economy, but however, it is difficult to know the direction of mixture flow and it's likely that a computer-controlled engine won't adjust for the difference.

If you are using high voltage coils, the wires will have a shorter life, so maintaining wires and distributor caps is highly recommended.

Use anti-seize when installing plugs, especially in aluminum heads, to reduce the possibility of head damage or the inability to remove the plug. If you have a new car with aluminum heads, you should consider removing the plugs and applying anti-seize so that they can be removed at the recommended mileage. You could end up with a five cylinder Aerostar as one of our members did.

Recommended Tightening Torques

Spark plug type	Cast Iron		Aluminum	
14mm thread, conical seat	15 – 25 Nm	11 – 18 lb ft	10 – 20 Nm	8 – 15 lb ft
14mm thread, gasket seat	20 – 40 Nm	15 – 30 lb ft	20 – 30 Nm	15 – 22 lb ft
18mm thread, conical seat	20 – 30 Nm	15 – 22 lb ft	15 – 23 Nm	11 – 17 lb ft
18mm thread, gasket seat	30 – 45 Nm	22 – 33 lb ft	20 – 35 Nm	15 – 26 lb ft

Reduce tightening torque by 25% when using anti-seize. Always use a torque wrench. Consult a manual for other spark plug types.

Clutch Quadrants *(Continued)*

(Continued from page 7)

tried a single part, so there isn't much of a basis for rating the product aside from comparing it to the stock adjuster.

- Talk to people who have performed the installation on their own cars. Get their opinions and try out their setup if possible, before you buy.

Here's one last tip. Since working under the dash on your head is not easy or comfortable, consider removing of the driver's seat for better access to the clutch pedal area.

SAAC-MCR Chili Party *text and images by Rich Tweedle*

Around 35 people enjoyed the 17th edition of our club's Winter Chili Party on March 18th. This year's event was hosted by George Huisman at the new home of his business, Classic Design Concepts, (CDC) LLC. He was ably helped by Kim Rieck and other of his employees.

The group who attended brought nine different chilies and various other foods, appetizers and desserts. George provided a TV and a DVD player for the traditional playing of club videos. The sound system was great for listening to Phil Jacobs and his '68 Trans Am Mustang take on the Hallett Motor Racing Circuit in 2004. George had a bank of four Mustangs, adorned with his company's products, on display along with a Focus, two Ford GT's and his ERA Ford GT40. In a place by itself was his wife's Sunbeam Tiger looking pristine.

Kim had the honor of handing out prizes of t-shirts, hats and mugs to those who were lucky enough to have their names drawn. They also had a Mustang coloring contest for the younger people attending. Jeff Burgy and Rich Tweedle displayed albums of past events and club

(Continued on page 19)

George Huisman owner of Classic Design Concepts and gracious host of the SAAC-MCR Chili Party

Nine pots of chili ready for tasting to determine who made the best recipe

Phil Jacobs caught while looking at a DVD of hot lapping his '68 Trans Am Mustang on the Hallet Motor Circuit in 2004

CobraJeff's Authentic Mexican Chili

Ingredients:

6 dried ancho chilies (each about 6 inches long)
4 dried hot red chilies (each about 2 inches long)
5 cups boiling water
3 lbs. lean boneless beef chuck roast
2 cans Beef Broth (26 oz each)
3 medium size bay leaves
1 medium size onion, sliced
1 Tablespoon cumin seeds
3 Cloves coarsely chopped garlic
4 teaspoons dried oregano
3 Tablespoons paprika
1 Tablespoon sugar
1 Tablespoon salt
3 Tablespoons yellow cornmeal
1 teaspoon ground hot red pepper (cayenne) – optional

This chili takes two days to prepare. I usually cook the meat overnight the day before in a crock-pot. Do the rest of the preparation the next day, then heat and serve it on the third day.

Chili Party *(Continued)*

newsletters from 1981 on up. Jeff had photo albums from the Shelby Owners Association (SOA) events, precursor of the SAAC.

The winning chili was brought by Jeff and Claudia Burgy. Not much chili was left at the end of the day and most everything else was polished off. Beverages were supplied by what was left over from the Holiday Party in January.

We, the members of the SAAC-MCR would like to give a big THANK YOU to George Huisman and his employees, with a special thanks to Kim Rieck, for their work and for donating the time and place to hold this event.

Kim Rieck, at the head of the table, drawing a winning name out of the hat. CDC gave the winners either a t-shirt, hat or mug. John Yarema (At the right) looks like he is disappointed with the results of the drawing.

A row of Mustangs displaying many of the after market parts Classic Design Concepts design and market

L to R: Mary Ann & Kurt Fredrickson, John Guyer and Ted Judson

SAAC-MCR members swapping stories before they began tasting chili recipes to determine who had the best chili.

Genni Yarema taking a test drive in a 1994 Mustang Pace Car

SHELBY - COBRA - GT 350 - GT 500 - GT 500KR - FORD GT 40

SHELBY AMERICAN AUTOMOBILE CLUB
MOTOR CITY REGION

Presents Rain or Shine

MOTOR CITY SHOW AND GO
32nd Annual Event
Sunday June 3rd & 4th, 2007

From Model T to Ford GT, we have a class for your Ford Powered Vehicle

SUNDAY Car Show and Swap Meet June 3rd

Ford Motor Company World Headquarters
Henry Ford II World Center
Northwest Lot (Behind the Building)
Michigan Avenue and Southfield Freeway
Dearborn, Michigan
Open to the public 9am to 5pm
Swap meet set up begins at 7am
Car Registration 8:30am 'til Noon

ENTRY FEES

Spectators	**$2 per person**
CAR SHOW	**$15** *Pre-registered*
	$20 *Day of Show*
Swap Meet	**$15** *Pre-registered*
	$20 *Day of Show*
Car Corral	**$10** (*any vehicle*)

Pre-registration ends **May 23rd**
Send your registration to:

Show and Go 32
6955 Vernmoor
Troy, MI 48098
248-879-0835

SAAC-MCR
HOTLINE:734-956-1636

MONDAY Driver's School and Track Event June 4th

Waterford Hills Road Race Course
Open to the public 8am. Track open 10am to 5pm
Any make vehicle allowed to run on the track.
Convertibles **MUST** have a rollbar or hard top !

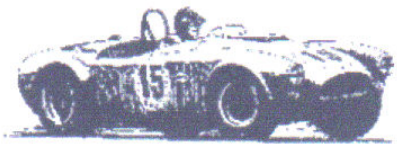
$120 for SAAC-MCR members
$135 for NON-Members
Limit **50** vehicles
$135 for registration after May 23rd.

TECH INSPECTION REQUIRED
Tech open from 8am to 9:30am ONLY

ALL DRIVERS MUST WEAR
SNELL SA00 or SA05 APPROVED HELMETS
NO Motorcycle Helmets

75db NOISE LIMIT - YOU MUST HAVE MUFFLERS - NO OPEN EXHAUST

Registration form at www.saac-mcr.com
Track Events link



COME OUT AND HAVE FUN

SHELBY - COBRA - GT 350 - GT 500 - GT 500KR - FORD GT 40

SAAC-MCR
2007 Grosse Pointe Cruise
On April 28th

We'll be Cruzin' by Historic and Interesting Sites With Connections to the Auto Industry

The Edsel and Eleanor Ford Mansion

The Grosse Pointe War Memorial
Built by Russell A. Alger of Packard Motor Co.

The Grosse Pointe Yacht Club,
Formerly the Mrs. Horace Dodge Estate

The Home designed for Percival Dodge in 1927

and on Lakeshore Drive along Lake St. Clair

Meeting at John and Sandy Yarema's Home
to Enjoy a Continental Breakfast
189 Lakeview Ave.
Grosse Pointe, MI 48236
586-596-2105
Departing at 10:30 AM, Arriving at the First Stop at 11:00 AM
The Tour Includes a Lunch Stop.
RSVP rtweedle@comcast.net
586-791-0279

SAAC-MCR Abridged February Financial Report

by Craig Shefferly

	Feb-07			Feb. 2007 Year to Date			Feb. 2006 Year to Date		
Item Description	**Income**	**Expenses**	**Income O /(U) Exp**	**Income**	**Expenses**	**Income O /(U) Exp.**	**Income**	**Expenses**	**Income O /(U) Exp.**
1. Annual Membership	$620.00			$1,660.00			$1,100.00		
A. Newsletter					$248.82			$229.73	
B. Hot Line Phone								$48.32	
C. Calendar								$310.76	
D. Membership Cards									
E. Mailing Newsletters								$15.00	
and calendars to									
Late Members									
F. Club Insurance									
Sub Total	$620.00	$0.00	$620.00	$1,660.00	$248.82	$1,411.18	$1,100.00	$603.81	$496.19
2. Monthly Meeting Food		$195.00	($195.00)		$413.34	($413.34)	$75.00	$491.26	($416.26)
3. Holiday Party	$1,640.00	$2,146.20	($506.20)	$1,640.00	$2,146.20	($506.20)	$1,900.00	$3,511.50	($1,611.50)
4. Waterford Fall Picnic									
5. Programs									
A. Swap Meet	$1,711.00	$76.00	$1,635.00	$1,711.00	$76.00	$1,635.00	$1,561.00	$784.92	$776.08
B. Show 32							$10.00		$10.00
C. Go 32								$200.00	($200.00)
D. GingerMan									
E. Labor Day Classic									
F.Harvest Happening									
6. Club Jackets							$425.00	$321.50	$103.50
7. Club Pins									
8. Club Shirts	$30.00		$30.00	$30.00		$30.00		$122.00	($122.00)
9. Director's Shirts									
10. Misc.					$5.00	($5.00)			
11. DVD Recorder									
Totals	$4,001.00	$2,417.20	$1,583.80	$5,041.00	$2,889.36	$2,151.64	$5,071.00	$6,034.99	($963.99)
Beginning Cash on Hand			$4,975.18			$4,407.34			$4,933.00
Ending Cash on Hand			**$6,558.98**			**$6,558.98**			**$3,969.01**

SAAC-MCR Monthly Meeting Minutes *by Kurt Fredrickson*

January 4th
Meeting was called to order at by **Tom Greene** at 7:55 pm.
New Faces: **Mark Kulwik** who is involved with Indiana Region SAAC
Competition Dir: **Darius Rudis** said no track events until spring.
Financial Report: **Craig Shefferly** indicated we have approx. $4400.00, but we have big bills coming up.
Editor's Report: **Mike Nyberg** talked about the upcoming issue and thanked article authors who contributed to Volume 32, Issue 1.
National News: **Jeff Burgy** talked about the 4 million-dollar Daytona Coupe, in original condition that Barrett Jackson auctioned off. Also, they will be auctioning off the 1st 2007 Shelby GT. Jeff will be attending the event.
Show Dir: **Gary Roys** Swap Meet coming up at Gorno 2/25.
Membership Dir: Rich Tweedle reported we have 44 members. By the end of the meeting we had 59,
Advertising Dir: **Mike Riemenschneider** inducated he will limit ads to keep costs down.
This N That: **Tom Greene** retired 3 days ago and feels relaxed.
New Vehicles: **Gary Roys** bought a 65 Mustang Fastback and wants to turn it into a track car with roll cage.

February 2nd
Meeting was called to order at by **Tom Greene** at 7:58pm.
New Faces: **Phil Plourde, Pete Pryce, Corey and Ryan Skaff**. Ryan works in the Ford Hybrid area.
Competition Dir: **Darius Rudis** talked with Waterford Hills' new management, and they have no idea of tracks dates for clubs in previous years. By us starting early, we were able to have all of our track dates.
Financial Report: **Craig Shefferly** indicated we have approx. $4100.00 cash on hand
Editor's Report: **Mike Nyberg** reviewed the proposed article list for the next newsletter.
National News: **Jeff Burgy** went to the Barrett Jackson Auction and reported that the CSX 3015 Super Snake sold for 5 million-dollars. Jeff walked around the auction facility and saw cars in all conditions. 25% were in top-top condition, and others ranged down to just okay. The 1st 2007 Shelby sold for $600,000
Show Dir: **Gary Roys** N/A
Membership Dir: 89 members.
Advertising Dir: **Mike** Riemenschneider was able to negotiate reduced fees for our advertising.
New Vehicles: **Phyllis Greene** has a new Escape. **John Moore** has a '07 STEEDA in School Bus Yellow, which will be featured on the front page of the STEEDA Catalog.
This & That: **Kurt Fredrickson** announced at the meeting, that he and **Mary Ann** were married on January 25th, at Walt Disney World.

March 1st
Meeting was called to order at by **Tom Greene** at 8:00 pm.
New Faces: **Ben Schiewe**, an old club member, brought his friend, **David Burgess**, who has owned a few Shelby's. Also, **Bill Cook** brought his dad, **Frances**.
Competition Dir: **Darius Rudis** said there are dates set for Track Events, including SVOA.
Financial Report: **Craig Shefferly** N/A.
Editor's Report: **Mike Nyberg** reviewed the status of articles for the next issue of the newsletter.
National News: **Jeff Burgy** N/A
Show Dir: **Gary Roys** N/A
Club Web Site: **Dean Ricci** has done an excellent job of updating the SAAC-MCR website. We even had a person from Austrailia visit the site.
Membership Dir: **Rich Tweedle** N/A
Advertising Dir: **Mike Riemenschneider** is placing free ads whenever possible
This N That: **Randy Betke** "Mr. Party", retired from Ford, along with 1/3 of the Ford salaried employees in southeastern Michigan.
New Vehicles: **Rich Tweedle** leased a 2007 Freestyle. **Mike Nyberg** bought a 2005 Sable for his wife, **Penny**.

Get your car ready for the *SAAC-MCR Grosse Pointe Spring Cruise,* April 28th. Participants will gather at 10:30 a.m. at Sandy & John Yarema's house located in Grosse Pointe Farms, 189 Lakeview Ave, zip code 48236.

Shelby American Automobile Club – Motor City Region

Dedicated to the preservation, care, history and enjoyment of the automobiles produced by Shelby America and/or Ford Motor Co.

Monthly Meeting, First Thursday of ea. Month
7:00 pm at Mama Mia's Restaurant
27770 Plymouth Rd., Livonia, MI
West of Inkster Rd.

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

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

2007 Events Calendar

April 28, SAAC-MCR Grosse Pointe Spring Cruise, Grosse Pointe, MI RSVP: rtweedle@comcast.net, or (586) 791-0279

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

May 18-20, Kit Car Show, Fairgrounds, 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 17: Eyes on Design Car Show, Edsel Ford Estate, Grosse Pointe Shores, MI

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

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

July 13: Rolling Sculpture Car Show, Ann Arbor, MI

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

July 21; 3rd Annual Telegraph Road Cruise, Redford to Taylor, MI

Aug 5: Meadowbrook Concours, Meadowbrook Hall, Rochester, MI

Aug 18, 13th Annual Woodward Dream Cruise, Pontiac to Ferndale, MI

You could have your cake and eat it too, at the SAAC-MCR Holiday Party. The dessert table, with chocolate cake and ice cream, next to a black 427 Cobra in the Roush Collection. *Photo: William Kern*

Aug 10-11: Shelby and BOSS Reunion, Indianapolis, IN
Aug 12: Rockin' Rods Car Show, Rochester, MI

Sept 1, SAAC-MCR Waterford Hills Open Track, Waterford, MI

Sept 7-9: Frankenmuth Auto/ Oldies Fest 2007, Frankenmuth, 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 for the latest information about events.