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Shelby Life

Shelby American Automobile Club – Motor City Region

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SAAC-MCR Spring Cruise

Text and Photos by Mike Nyberg

SAAC– MCR members having breakfast at John and Sandy Yarema's house, prior to the 2007 Grosse Pointe Cruise they organized.

The 2007 Grosse Pointe Cruise, on April 28th, began at John and Sandy Yarema's home in Grosse Pointe Farms. All the participants gathered in John's garage for a gourmet continental breakfast, which included three casseroles one with sausage, another with ham and the third had French toast and blueberries. Sandy had, also, prepared a fresh fruit salad and there were an assortment of bagels and donuts. No one went away hungry!

John and Sandy had prepared a Power Point presentation giving an overview of the historical sites we would see on the cruise. John presented the material and said the first item on the agenda was a tour of an old house a block away from his house. We all walked to the Weir House. A docent from the Grosse Pointe Historical Society gave us an interesting tour of the Victorian style house and talked about its history.

We all walked back to John's house and got in our cars for the cruise down Lake Shore Drive. The weather was perfect for a cruise; the sun came out just as we started. The trees were beginning to sprout their leaves and many were in bloom. The homes on Lake Shore Drive are large, well landscaped, and beautiful, while many are historical.

The first stop was the Grosse Pointe War Memorial. Originally built as a home in 1910 for Russell A. Alger, Jr., a Packard Motor Car Company founder. Next door was the Grosse Pointe Memorial Church, whose sanctuary and bell tower were covered in stone with stained glass windows erected in English Gothic style.

The second stop was Essex Park near the end of Three Mile Road. We all went for a walk on the quarter mile long park board walk, along the lake shore.

The third and southern most stop was Wind Mill Point Park. It had an excellent activities building, which included a movie theater and exercise facilities. There were two large outside swimming pools and modern marina.

We headed back north and stopped on Lakeland Avenue next to the lake. We got out of our cars and walked up the street to take a close look at the Benjamin F. Tobin House. Tobin was the president of Continental Motors Corporation and among many auto executives to move to Grosse Pointe in

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Inside this issue:

2007 Club Officers

- **President:** **Tom Greene** (248) 449-7374 t_greene@comcast.net
- **Secretary:** **Kurt Fredrickson** (734) 427-2449 shelbytiger2002@yahoo.com
- **Treasurer:** **Craig Shefferly** (248) 698-8825 thebullitt@comcast.net
- **Events:** **Gary Roys** (248) 879 0835 grr456@aol.com
- **Advertising:** **Mike Riemenschneider** (734) 459-1348 mriemens@aol.com
- **Competition:** **Darius Rudis** (313) 206-7009 drudis@dariusrudis.com
- **Membership:** **Rich Tweedle** (586) 791-0279 rtweedle@comcast.net
- **National News:** **Jeff Burgy** (248) 515-6915 cobrajeff@comcast.net
- **Editor:** **Mike Nyberg** (248) 969-1157 tangobythelake@yahoo.com
- **Web Master:** **Dean Ricci** dean@deanricci.com
- **Tech Exchange:** **Phil Jacobs** (248) 703-7766 shelbyta68@yahoo.com
- **Party Coordinator:** **Randy Betki** (734) 692-3390 kbetki115888@comcast.net

SAAC-MCR's GO 32 Open Track Event

Text by Darius Rudis, photos by Mike Nyberg

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

Darius Rudis conducting the Driver's School, where new participants learn how safely use the track event.

After a rain-soaked Sunday for the Show,"The Go" only sprinkled 3 times. Twice it barely sprinkled, and once left a dry line on the track, which soon completely dried. Those of you that skipped on account of rain… WRONG-O!!!

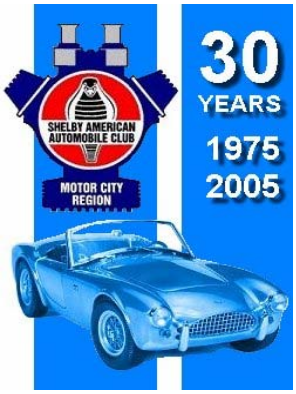
Waterford track had a race where a car blew its motor (and oil) on the Paddock turn. We were cautioned to look out for that. I personally did not notice anything. We also were under new track manager (again), and were being overly cautious to follow all the set forth rules/regulations, especially making first time impressions. So the loud cars were asked to hand-push quietly until 10:30am. They did let us drive race cars (number/sticker cars) starting at 10:30, unlike the rules stated not till after 12:00. The new manager was pleased with our politeness, and how everyone acted as a family in this club.

Only one major off with Shea in the BMW NASA-racer that must have thought he might as well "get that one outta the way". Shea went off 15 minutes into the start of the day! Right the end of the back straight. The pea-gravel fishtailed his car diagonally, so the rear bumper dragged along the cement barrier.We got the red-flag (stop on the track), and got the Waterford Truck and a few volunteers to push. We towed him out of the gravel. No major harm done, and he said he'll cover the scar with a bumper sticker.

There were several first-timer rookies at the event. We went over the rules at the driver's meeting, then assigned instructors. Did an overview of the drive line on the track. We especially promoted, and repeat after me… "slow in, fast out". I wanted to make sure everyone drove a safe line, and worked on the position on the track. George's Roush 427 Mustang had a LOT of power, and the right foot was Satan talking to you... Once positioning and braking done right, later they can add speed. A few of the new drivers did exceptionally well.I think we got some new regulars that will be coming back – that's great!

John's 1965 Mustang got hurt with "noise" as he pulled into the pits. Uh oh!!! Many walked over to see if we could help diagnose, but the motor was heat-soaked, and wouldn't turn over. An email from John states "As for what went wrong, the car made a noise in swamp curve late in the day. I shut it down and coasted in. The car wouldn't restart. I have had the ignition switch stick once and leave the starter on. That's what must have happened here. Well, I found the Bendix is destroyed but the starter motor is OK. The noise that made me pull off was something else. The ring and pinion I was going to change out last year has now gone its last mile. 2 teeth broke off the ring and

(Continued on page 3)



Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We Have 122 members

New members include: ***Rex & Loretta Larkin, David Dzinbinski, Jeff & Karen Frahm, David & Lynn Burgess, Chris & Connie Puzzuoli and Yassir & Lizz Mendoza***

SAAC-MCR GO 32 *(Continued)*

(Continued from page 2)
chipped all the teeth on the pinion. This made the lumping sound as we pushed it onto the trailer. The starter is replaced and the axle pig is out awaiting new bearings. I had already bought the new ring and pinion on sale. So that is good news that damage was minimal, and is already being repaired.

Mike in the Yellow Mustang missed a shift, over-revved, and came back in limping, making a rattling noise. Sounded worse that it was, and appears that the harmonic balancer spun on the rubber, and was rubbing against the waterpump. Whew, another easy fix. No major harm, just new balancer, and in an email from Mike confirmed that the part was already purchased, and is being repaired. John heard that Mike broke, so he let Mike take his car our during the novice session. Mike lapped all the cars on the track, and after John's uncle Richard, he spins out on Paddock Curve, blaming where oil had been spilled during a weekend race (although no one else seemed to have that problem, Mike). It was very generous of John to let Mike use his car, and turn a depressing day into a fun experience.He is a good example of one club member helping another club member.

I have a question: What is it with these guys fixing a car within 48 hours? I am sure, the lawn isn't mowed, and the garbage was probably left on the side of the house on trash day… yet their car parts are already being installed and should be up and running in no time.

I tried out my newly tuned suspension. Spent a LOT of time taking entire front suspension off the car, inspecting and reinstalling, then squaring, bumpsteering, aligning the parts. Tire temps showed still have some alignment issues (more camber needed), but car ran nice. Was excited to watch the on board video tape, and stopwatch time some laps. Turns out I ran my personal best with a pair of 1:18's WOOHOO!!!This was while playing with that seriously prepared Z06 Vette. While everyone else was busy fixing their cars, I posted the video of my personal best time in this 14M Video clip:http://www.dariusrudis.com/videos/2007_06_04_Waterford_movie.wmv

The Advanced Group lined up on pit lane ready to start the open track session.

Thanks goes out to all the volunteers that always help out with tech, and special thanks goes out to Will Weber who bought groceries and cooked lunch for us, and was very much appreciated.

Membership Report *(Continued)*

We have a new member - he joined on June 15th at 5:07 am

He weights about one carburetor and is about 1.5 carburetors long.....Tyler Robert Seaman

Proud Parents, Rebecca & Jeff Seaman

SAAC-MCR Spring Cruise

(Continued)

the early 1900's. The Albert Kahn designed house was built in 1912.

The next stop was Pier Park in Grosse Pointe Farms. This is the park that belongs to the community where John and Sandy live. The park has a 660 person swimming pool, water park, shuffle board courts, tennis courts, and a 200 boat marina. The community center building is a new facility located next to the marina and is designed to accommodate birthday parties, weddings & showers, Christmas parties, etc. for Grosse Pointe Farms residents and their families.

The final leg of the cruise up Lake Shore Drive took us past the Grosse Pointe Yacht Club. The clubhouse is a mixture of Venetian and gothic styles. The one hundred eighteen-foot flag pole in front of the clubhouse was floated to the Club by barge from "Rose Terrace," Mrs. Horace Dodge's estate, just before it was demolished.

We also went past the gatehouse of the Edsel and Eleanor Ford Estate. This was where the SAAC-MCR had their 2006 Holiday Party.

We ended the cruise at Pat O'Brien's Pub located on the northwest corner of Jefferson and Ten Mile Road. We parked our cars across the street from the restaurant. The weather was so nice we ate outside and we could keep our cars in sight.

We appreciate John and Sandy's efforts to make the cruise an interesting and pleasant experience. Especially, getting the sun to come out as we began the cruise and having the spring flowers and tree blossoms along the route.

John and Sandy Yarema, organizers of the 2007 Grosse Pointe Spring Cruise.

2007 Grosse Pointe Cruise participants had a guided tour of a Victorian style house.

Spring Cruise participants at the modern marina located at Wind Mill Point Park.

Spring Cruise participants walking in Pier Park, located in Grosse Pointe Farms.

World Ford Challenge

Text and photos by Bill Cook

When the World Ford Challenge organizers moved the event to Indy this year, I couldn't resist. This was the 10th year for the event and the draw of O'Reilly (Indianapolis) Raceway Park - home of the NHRA US Nationals - was strong. Throw in the fact the venue was only 3 miles from the first house I lived in, I had to go to see both.

I arrived in Indy on Thursday night, after stopping enroute to check out the Auburn Cord Duesenberg Museum (http://www.acdmuseum.org) and NATMUS (National Automotive and Truck Museum (http://www.natmus.org) in Auburn, Indiana. The A-C-D is a mind blower...the cars, the building...check it out on your next run down I-69. NATMUS is fun too and is right next door.

I went straight to the track early Friday morning. While trying to coordinate a meeting a friend to get my tickets and

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World Ford Challenge was held at O'Reilly Raceway Park, in Indianapolis, IN - home of the NHRA US Nationals.

A 1969 Mustang Restomod at the car show

A Holman and Moody prepared Thunderbolt, in the show area.

Shelby Mustangs in the show area.

1934 Modified Ford in the show area added to the diversity cars on display.

World Ford Challenge

(Continued)

(Continued from page 5)

talking on the cell phone I hear, "don't pay any attention to this guy...he doesn't know what he's talking about". I look over my shoulder, it was SAAC-MCR's lifetime member and friend, Austin Craig giving me a hard time. We talked for quite awhile. For those that don't know, Austin has moved from Steeda and is the new Vice President of Marketing for Wilson Manifolds and is enjoying life in FLA.

The Indy weather in the 70's-80's with low humidity was perfect for three days car shows, testing, qualifying, eliminations and walking around. There was a large manufacturer's midway, over 450 Ford powered cars in the show area and a huge number of drag racers drawn by the $150,000 in purse money. Traction issues were faced by quite a few, but with the stakes so high, the drivers and their crews worked hard to get hooked up. By the end of the weekend, there were Mustangs and things that resembled Mustangs busting off 6.40s pushing 220 in the quarter...and F-150s running low 9's....NUTS.

Although there were just a handful of Shelbys there (it was the same weekend as the Shelby Fling down in Nashville, Indiana), the 5 hour drive to Indy was more than worth it. Great cars, great people, good time. You may want to throw it on your car show calendar next year.

For pro-shot videos, check out:http://nmratv.com/?stream=http://www.nmratv.com/video/nmratv.flv&playlist=24

Some of the over 450 cars lining up to drag race at O'Reilly Raceway Park—home of the NHRA US Nationals.

A vehicle that resembles a late model Mustang, with the front end removed to prepare the car for a 1/4 mile run.

This is a vehicle that resembles a late model Mustang and can do over 200 MPH at the end of the 1/4 mile.

This transmission is designed to a single purpose, get the car through the 1/4 mile as fast as possible!

The Indiana Spring Fling

Text and photos by Randy Betki

May 18-20 marked the 30th annual Indiana Shelby Club's Spring Fling. This has turned into one of the nicest events in the country. What started out as a small event with a few dozen cars now sports over 200 vehicles and books the Brown County State park's lodge and cabins weeks in advance. If one does not make a room reservation when the notice is first published, then one is not going to be able to find a room to enjoy the event, it is just that simple. The space is limited, the desire to attend is more than what the facility can hold, consequently it is standing room only for the last couple of decades.

The Brown Country State Park is an equestrian park, so horse powered vehicles or vehicles with horse power are in a natural setting. It is located in Nashville Indiana, about a 1-hour drive south of Indianapolis. In this part of the country the countryside has nice rolling hills. At this time of the year, always the weekend before the big

race up at Indy, the hills are lush, and the wild flowers blooming. The State Park is located about 2 miles outside the quaint little artisan town of Nashville. There is a traffic light at one end, and one in the middle of town, there may be one on the other end, but we haven't been able to find it. The town is filled with craft shops, artist shops, leather shops, glass shops, furniture shops, antique shops, ice cream shops, candy shops, flower shops, did I mention ice cream shops? All kinds of shops to keep a person busy during the day if one does not want to stay in the park and gaze over the 200+ cars-Cobras, Shelbys, Boss Mustangs, Ford GT's, Tigers, Thunderbirds…But let's not get ahead of the plan.

The event starts on Friday's with a recently added, and what now seems to be a crowd pleaser; Pony Trails drive through the surrounding area that visits other quaint towns. This year's event went to Bloomington.

In the evening, the fun really kicks into gear with a welcoming bash in the main lodge. Once you have been to this event, you are going to make new friends, and this is how you get to catch up with them on what has happened over the past year if you are not in touch with letters/email/phone calls, etc…They have a cash bar, soft drinks, and snacks-chips, fruit, etc…. and door prizes, lots of door prizes. After catching up with your long lost pals, some people find their way to the outside parking area and stroll around looking at who brought what car with them for the event. Eventually the body wants to rest, so one finds their way to their room to catch a few winks before the big show on Saturday.

Now it may rain on Friday, it may storm on Sunday, but for as long as I have been going to this event, it is dry on Saturday. Rumor has it one of the Indiana Shelby Club members is part Indian and knows how to do a anti-rain dance. Hey, who am I to question the source, it seems to be working. This year's event was picture perfect, sunshine, temperatures in the 70's, a few fluffy clouds drifting by, did I mention lots of sunshine? The show ends around 4::00pm to allow everyone to get back to their room and freshen up before attending a banquet dinner at the main lodge. Or as some of us do, head out to a near by town and feast on local fair. Just need to know that after the lodge dinner is the awards ceremony. This year was a good one for Michiganders. Craig and Bonnie Shefferly took a 2nd place with their Shelby. The Mustang club members took home enough trophies to fill a bookshelf. Even Mrs. Betki's SVT Focus, "The Eight Ball" took a 3rd place award in the special interest class. After the awards, it was back outside to spend in the beautiful Indiana night filled with stars, and constellations. You know, I think we found some new ones in the form of a Cobra, and early Shelby.

Sunday starts out with a road rally through the local area. It is a fun rally, not a Time, Speed, Distance (TSD) rally. This rally is based on clues, i.e. turn left at the end of the picket fence after the John Deere tractor…. For me; Sunday starts out with breakfast at the Hob Nob in the center of Nashville. No chain restaurant here, just a good ol family run place that has some of the best fresh cooked food, fresh baked cookies and fresh baked breads, did I mention fresh baked chocolate chip cookies? After breakfast, we usually head the posse home and take a relaxed 6-hour drive back to The Isle.

They might not be the biggest Shelby club, but that Indiana group sure knows how to throw a party. I highly recommend you plan on attending the next one, just remember to get your reservations in when they ask for it. Otherwise you are going to miss out on a wonderful weekend.

SAAC-MCR Reviews Eyes On Design 2007

Text and photos by Jim Binder

Each January I look forward to attending another season of automotive related events, particularly events featuring the unusual and exotic vehicles unseen at venues like Autorama. Eyes On Design is such an event, where everything from corporate concept cars to collectable classics can be reviewed up close and unencumbered by the ropes and barriers utilized at almost all other venues to isolate vehicles from the spectators.

Billed as a *unique* auto show, Eyes On Design is presented each June by the Detroit Institute of Ophthalmology and is best described as an "international celebration of fine automotive design of the past, the present and the future".
Eyes On Design traces its beginnings back to 1987 when Al Ricca and his fellow Detroit Institute of Ophthalmology board members considered having a "car show", featuring a few old cars in the DIO parking lot and charging a buck or two for admission. In 1988 the concept was further explored at a New Years dinner at the home of Mary Falvey. Mary, an exhibitor at the Meadowbrook Concourse d' Elegance was convinced that it was a great idea and began planning an event for the DIO on the east side which not conflict with Meadowbrook. The unique slant originated with GM designer Dick Ruzzin, suggesting *Design* as the underlying theme. Collaborating with Jack Telnack from Ford and Tom Gale from Chrysler the event was born. Later that year with the backing of Keith Crain the first Eyes On Design was held at the Grosse Pointe Academy. Future events were subsequently moved to the Eleanor and Edsel Ford estate, a more appropriate venue for a show of this caliber.

This year's theme, "Aerodynamics and Streamlining by Design" stresses the importance of designing the contour of an object such as an automobile or an airplane to minimize wind resistance. Several vehicles with aerodynamic body styles were displayed, the most recognizable were three permutations of the Pontiac Firebird resembling aircraft staged for take off (see photo). Categories of vehicles included everything from classic motorcycles to antique touring cars, traditional hot rods and concept cars. Notable vehicles *from my perspective* were a 1937 Bugatti, Jim Hall's Chaparrals, an incredibly fast Noble M400 *Ford powered, of course* and a concourse quality 1969 Shelby GT500 (the only Shelby vehicle displayed at the event).

Several automotive artists were present, providing an opportunity for attendees to view and purchase some really excellent artwork. Some of the featured artists were Camilo Pardo, chief designer in Ford Motor Company's Living Legends Studio (Camilo was unavailable to comment regarding his driving escapades on I-94), Michael Goettner with several prints countersigned by Carrol Shelby and Charles J. Maher. Charles, a local artist from Bloomfield Hills, has produced some superb GT350R prints. A visit to his web site www.doctor-design.com/maherautoart is highly recommended.

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Staged for "take off" three 1950's Firebird concept cars illustrate the concept of aerodynamics.

1937 Bugatti valued at over $2,000,000 makes its first appearance in Michigan .

Concourse quality 1969 Shelby GT500 belonging to Mark and Kathy Peterson is proudly displayed in front of the Eleanor and Edsel Ford mansion.

Eyes On Design *(Continued)*

Eyes On Design 2007 provided an outstanding Fathers Day escape at an exceptional venue with an opportunity to review some incredible automobiles. We give this event our highest endorsement and plan on attending EOD 2008.

Local automotive artist and Shelby enthusiast Charles J. Maher displays his exceptional work. Illustrations include Shelby "R" Car print which really captures the Shelby spirit.

Endre Sefcsik displays his Noble M400. This is the only M400 in Michigan and draws significant attention at any venue, where it is displayed. Yes it is Ford powered…….and extremely fast.

Jim Hall, revered by the world's racing community as THE innovator that introduced the WING in 1965 displays currently manufactured Chaparral as well as several original cars.

Eric Pasteiner owner of Auto Zone and long time supporter of SAAC – MCR discuss fine points of car model with a potential customer. Auto Zone located on Woodward Ave in Birmingham, has the most complete offering of automobile related books, magazines and models in the Detroit area.

Noble M400 power plant is a highly modified, extremely potent twin turbo Ford 3.0L six cylinder. Engine produces over 425 HP and propels the 2,484 pound vehicle to 60 mph in 3.2 seconds.

Late Model Clutch Firewall Adjusters

by Steve White with technical assistance from Mike Beltaire

In previous issues of Shelby Life, adjustable clutch cables & clutch quadrants were reviewed. In this final installment, firewall adjusters will be explored.

When going from the stock adjustable quadrant to a solid one-piece quadrant, some method of clutch adjustment is required. An adjustable clutch cable can be utilized as described previously, but that requires you to get under the car to adjust it. If a firewall adjuster is used, it can be accessed under the hood. Firewall adjusters can be utilized with either a stock non-adjustable cable, or in conjunction with an aftermarket adjustable cable.

Some key variables in adjuster design to consider when determining what type to select are the method to lock the adjuster in place after adjusting, & the mounting method to the firewall., & the adjuster sleeve itself.

Design characteristics of the three main components to consider:

Adjuster locking mechanism

There are three primary mechanical techniques used to lock the position of the adjuster once it has been set. These methods are not exclusive and some manufacturers choose to use them in combination with each other.

1. The Set Screw: The most common type of locking mechanism seems to be the set screw. The method uses a small allen head screw which runs through the knurled surface of the adjuster sleeve, perpendicular to the cable. As the screw is tightened, the tip of the screw pinches the clutch cable end and prevents the adjuster from rotating. The main advantage to the set screw design is that it's very compact and easy to machine. The primary disadvantage to this design is that it requires an allen wrench for quick adjustments, the adjuster sleeve has to be set at an angle where the set screw is accessible, and this area of the firewall can be very tight (close proximity to the brake booster, intake manifold, cam covers on modular motors, etc.) which makes it difficult to get in and tighten/loosen.
2. The Jam-Ring: Another locking mechanism used by some manufacturers is a knurled jam-ring. This method employs an independent ring which rides on the threads of the adjuster sleeve, in between the housing and the adjuster sleeve. Once the adjustment has been set, the jam-ring is tightened up against the housing acting like a jam-nut configuration. This effectively binds the threads between the three components. The primary advantage of this system is that it can be quickly tightened or loosened without the use of tools. It also allows the adjuster to be set at any angle. The major disadvantage here is that the jam-ring uses up its own thickness worth of length on the adjuster sleeve, thus limiting the total potential range of adjustment. This locking method also requires countersunk screws or a flush mounted bolt head to work correctly, so that the bolt heads do not interfere with the jam-ring.
3. Detent Style: The rarest locking method is a detent style locker where a small captured spring loaded ball is used to grab detents in between the threads of the adjuster sleeve. This method provides the force necessary to keep the adjuster sleeve from rotating, but does not require any type of external locking device. The disadvantage here is that the resolution of adjustment is limited to the number and position of the detents.

Housing firewall flange:

There are several different approaches taken with regard to the housing design and function.

1. Number of Mounting Screws: The stock firewall bushing uses a single bolt to hold itself in place. Aftermarket companies may use multiple bolts or screws, as few as one or as many as four! The multiple bolt approach seems unnecessary since the primary force is applied perpendicular to the firewall and against the firewall itself. In addition, the only time a rotational force is applied to the housing is during an adjustment. The decision to drill additional holes and go to the trouble of installing the extra screws comes down to personal preference.
2. Flange Size: Some people/companies claim that the firewall itself flexes during a clutch press, especially with heavy race clutches. If the firewall is actually moving, then the motion of the cable can become inconsistent and adjustments are rough at best. One way around this is to enlarge the size of the housing flange and distribute the load over more area of the firewall. This larger housing flange approach also uses the reinforced strength provided by body sheet-metal crimps in the surrounding area.

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Late Model Clutch Firewall Adjusters *(Continued)*

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Adjuster Sleeve:
While adjuster sleeves are all very similar due to the fact that they all serve the same purpose, there are a couple subtle design differences which can separate a good design from a poor one.

1. Diameter of Adjustment Wheel: The diameter of the adjustment wheel varies depending on the manufacturer and the model. A large diameter adjustment wheel provides more "finger" torque which can make it easier to turn the adjuster sleeve. This can be helpful in cases where the fit between the adjuster sleeve and clutch cable end is snug.
2. Length of the Adjuster Sleeve: The length of the adjuster sleeve plays a significant part in the possible range of adjustment. However, if the sleeve is significantly longer than necessary, the potential exists for the clutch cable to come into contact with the inside of the adjuster sleeve which could cause premature failure of the cable itself!
3. Inner Diameter of the Adjuster Sleeve: Most manufacturers machine the ID of the adjuster sleeve to accept the nylon end of a '93 stock cable or aftermarket adjustable cable once the rubber firewall mount has been removed. SN95 and newer cables, which have a smaller diameter plastic end, require a bushing to make up the difference. Usually these are included with the adjuster and consist of either a short piece of metal tubing or a short section of vacuum line.

Firewall adjuster tips:

- Replaces the need for the stock, self adjusting quadrant.
- Replaces the need for an adjustable cable, but can be used in combination with an adjustable cable.
- Can only be used with a solid quadrant, stock quadrant would negate it's function.
- Function: preloads the clutch cable tube when a solid quadrant is used.
- Can be used to lower the clutch pedal position, and effectively lower the clutch engagement point relative to the floor, however, there are some risks (next).
- Can cause serious clutch or transmission damage if it's not set correctly. Too loose means the clutch doesn't fully release, too tight means that the clutch is not able to fully engage.
- Myth: "You can set the clutch engagement point using a firewall adjuster or an adjustable cable. " You can move the engagement point by lowering the pedal (loose cable) relative to the floor. However, the physical movement of the clutch fork stays the same (or becomes limited at max travel when the pedal hits the floor early) – the pivot ratio is not changed, just the stroke of the clutch pedal and fork.
- Since the firewall adjuster used in combination with a solid quadrant form a fixed non-self adjusting system, it needs to be checked over time as friction material wears off of the clutch disc. The cable will loosen up with clutch disc wear.
- Some manufacturers offer a variety of anodized finishes to color match other components under hood, while others do not.

(*Continued on pages 22 and 23)*

Top: Set screw visible in knurled flange

Bottom: Adjuster Sleeve

Left: Stock
Middle: Single screw flange
Right: Multi-hole flange with jam-ring

Show 32 Award Winners *Text and photos by Rich Tweedle,*

BEST OF SHOW AWARDS	
Hans Lipp Award	Award Sponsored by Hans Lipp - Bosch Spark Plug Engineer
Bruce Campell	1968 Mustang Fastback
Best Ford/Lincoln/Mercury	Award Sponsored by Total Performance - John Vermeersch
143 - Chuck & Diane Herkowitz	1964 Thunderbird Convertible
Best Early Mustang	Award sponsored by National Parts Depot
137 - Robert Bakula	Black 65 Mustang 2+2 - Red interior
Best Late Mustang	Award sponsored by Classic Design Concepts
117 - Geno Montes	1993 Mustang GT
Best Truck	Award sponsored by National Parts Depot
211 - Jeff Weiand	1966 F-100 Custom cab Pick Up
Best Shelby	Award sponsored by SAAC-MCR
113 - Michael Lauer	1968 Shelby GT-350
Best Fairlane	Award sponsored by Fairlane Club of America
122 - Dave Dancer	1964 Mercury Comet

Ed Ludtke arrived, driving his BOSS 302, in the rain. *Brian Greene image*

Show 32 attendance was down this year, due to an early morning rain. The rain stopped at about 9:30 am and didn't rain the rest of the day, however, it looked like it could rain any time during the day.

Cl	Class Description	1st Place	Vehicle Description		Class Award	Vehicle Description
3	66 Shelby Mustang	144/Thomas Brumley	1966 GT350			
5	68 Shelby Mustang	113/Michael Lauer	68 GT350		136/Rick Nash	68 GT350
6	69-70 Shelby Mustang	133 Michael Elwood	69 GT350			
7	66-68 Shelby Convertible	160/Mike Suliman	68 GT500KR		126/Mike Riemenschneider	68 GT500 KR
					142/John Guyer	68 GT500KR
					165/Randy Burns	68 GT350
8	69-70 Shelby Convertible	151/Kurt Fredrickson	69 GT500			
9	All Boss Mustangs	118/Mike Nyberg	70 Boss 302		115/Ed Ludtky	70 Boss 302
11	64-66 Mustang Coupe & F/back	137/Robert Bakula	65 Fastback		130/John Yarema	65 Coupe
13	67-68 Mustang Coupe & F/back	164Jim Jackson	68 Mustang			
14	67-68 Mustang Convertible	135/Jeff Gniewek	68 Must. GT Conv			
15	69-70 Mustang Coupe & F/back	129/Vito Campamaro	69 Mach 1		150/ Darrin Joseph	69 Fastback
					153/Walt Berti	70 Mach 1

Best Early Mustang: Robert Bakula's Black Mustang 2+2

Best Ford/ Lincoln/Mercury: Chuck & Diane Herkowitz's 1964 Thunderbird Convertible

Cl	Class Description	1st Place	Veh. Description		Class Award	Veh. Description
21	87-93 Mustang Coupe	117/Geno Montes	93 GT		161/Justin Sosa	93 Coupe
22	87-93 Mustang Convertible	127/Tom Hannan	90 Convertible		152/David Wadowski	91 GT Conv
23	94-98 Mustang Coupe	132/Brian Bush	97 Coupe		158/Justin Jenereaux	97 Coupe
24	94-98 Mustang Convertible	138/Mark Kulwik	97 Saleen S281			
25	99-04 Mustang Coupe	139/Eric Hult	03 Mach 1			
27	05-Present Mustang	149/Wes Gaydos	06 BOSS		111/Greg Kaminskas	06 GT
					148/Brian DeLoge	05 Mustang
					159/Ed Vusick	06 Coupe
					162/J. Morelend	05 GT Conv
30	70-Present Small Car	140/Anthony Delamielleure	72 Maverick 2-Dr		122/Dale Suich	77 Maverick 4-Dr
32	79-Present Ford/ Merc/Edsel/Licl'n	102/Brad Bunting	99 Crown Vic			
35	All Galaxie Other	204/Mark & David Robinson	63 Galaxie Sportroof			
36	60-70 Falcon	201/Steve Swierlik	65 Futura Conv		147/Wally Peterson	65 Conv
					206/Gordon Leslie	65 Sprint
					215/David Lauwaert	61 2-Dr
3	All Ranchero	207/Al Potts	60 Ranchero			
39	66-67 Fairlane/ Comet	213/Robert Singbiel	66 Cyclone GT Conv			
40	68-71 Torino/ Montego	218/Jeff Hickerson	71 Torino Cobra		214/Anthony Rainero	69 Torino Cobra
					202/Greald Moore	68 Torino GT
41	72-76 Torino/ Montego	200/Steve Randazzo	75 Torino		203/Tom Marcucci	73 GT Sport
					103/Dale & Jan Clements	76 Torino 2-Dr
43	58-73 Thunderbird	Chuck & Diane Herkowitz	64 T-bird Conv.			
46	74-98 T-Bird/ Cougar	116/Tom Milligan	88 T/Bird Turbo Coupe			
47	48-Present Truck	211/Jeff Weiand	66 - F-100			
49	All Small Truck	206/Mike Evans	65 Falcon Ranchero			
53	All Special Interest	131/Seraphim Pallas	92 Mustang Coupe		209/Gary Allan	63 Econoline
55	Tiger & Griffin	128/John Logan Sr.	66 Tiger			
58	All Race Cars	208/Larry Taylor	64 Thunderbolt		154/Tom Greene	66 Shelby GT350
					141/Grag Banish	93 Mustang LX
60	06-Present Shelbys	157/Scott Baker	07 GT500		156/Rick Vander Heide	07 GT500
					163/Tony Ternes	07 GT

Show 32 Award Winners *(Continued)*

Hans Lipp Award: Bruce Campell's 1966 Mustang 2+2

Best Late Model Mustang: Geno Montes' 1993 Mustang GT

Best Truck: Jeff Weland's 1966 F-100 Custom Cab

Best Shelby: Michael Lauer's 1968 Shelby GT350

Brake Seminar

by Mike Nyberg, John Yarema and John Logan

Fifteen members of SAAC-MCR attended a brake seminar on April 21, 2007 at the Bosch Technical Center, in Farmington Hills. Steve White, Manager of the Power Train Testing at the Bosch facility, organized the seminar. Steve supplied the group with coffee and gourmet bagels before the seminar started.

Thomas J. Hall was the seminar instructor. Tom is the Lead Technical Platform Manager - Robert Bosch Corporation, Lead System Engineering team responsible for the Engineering, Validation and Implementation of a complete brake system for a full size truck and SUV platform. His one and a half hour presentation was taken from material he uses in a three-day class he conducts for the Society of Automotive Engineers.

Primary Braking Functions

Braking is converting kinetic energy to thermal energy. That is, stopping the vehicle from driving speed or maintaining speed on a downgrade. Friction is used to convert the energy to heat, which is then absorbed in the mass of the rotor and dissipated into the air.

Types of Braking Systems

There are several types of drum and disk brakes. They have very different brake factors or forces as brake pressure is applied. Disk brakes have a very constant ratio of Brake Factor vs. Friction Coefficient of about 2:1. This means the feel to the pedal is pretty constant as the harder you push the pedal the harder you stop. Drum brakes however have varying ratios with a non-linier friction coefficient depending on their design. Drum brakes start out about the same as disk but as more pressure is applied they can achieve a much higher fiction coefficient than disk brakes with the same effort. Typically they may have a ratio of 4:1 as opposed to the disks 2:1 ratio. So drum brakes aren't all bad. Where drum brakes have problems is fade due to excess heat.

Disk brakes have four basic components consisting of a caliper that acts as a hydraulic "C" clamp, hydraulic pistons that provide force to pads and a rotor.

Caliper Designs

There are two general designs for calipers, fixed and floating. Fixed calipers have no motion of the caliper body to disk. The movement comes from pistons on both sides of the rotor pushing the pads into the rotor with equal pressure. This is good for most high performance applications but might have packaging problems in some vehicles. Fixed calipers have a high stiffness and low drag but they require a hydraulic bridge to get fluid to the outside piston. This may cause a temperature problem in the fluid. The pistons may knock back into the bores under bounce conditions requiring extra pedal movement to bring the pads back to the rotor. Despite these shortcomings, fixed calipers are preferred for racing.

Floating calipers use one or more pistons on the inboard side of the rotor. Force is transferred from one side of the rotor to the other through the caliper, which is equalized by floating in and out on pins. With no pistons on the out board side there is more packaging room for the wheels and therefore the suspension under the desired body shape. With equal piston diameters on a side and equal fluid pressure, these calipers achieve the same amount of force on the rotor and use the same and volume as fixed piston calipers.

Both type calipers can have multiple pistons. As long as the total area of pistons is the same, the calipers will apply the same force. This means that if you need a certain piston area to get the caliper pressure you want but you can't package it in the wheel you need, you can use more, smaller pistons that have the same total area as one big piston. Another advantage to using several pistons is, you can spread the load over the area of the pads and better equalize the wear.

Rotor Designs

Rotors can be solid or vented. Vented rotors cool faster than solid due to increased surface area and air circulation.

Some rotors are cross drilled. Tom indicated that studies show that cross drilled rotors have a reduction of about a 10% in fade due to increased wetted area and vents for the triboligical layer. The holes act as a cheese crater on the pads exposing fresh pad surface under server braking which doesn't matter if you are just running one race. This causes the holes to fill with brake pad material, thus eliminating the cooling effect of the holes. Cross drilling reduces pad life on normal streetcars. The biggest problem with drilling is that it generates high local stresses, which may result in cracking. Drilling also takes away rotor mass that is used to absorb the heat in the first place. However they look great!

(Continued on page 15)

Brake Seminar *(Continued)*

Pins and Uneven Pad Wear

Flexing of the caliper or its mounts can cause taper pad wear. If a piston is designed to be to off center of the pad it can cause pads to wear thinner where there is more pressure. If your floating caliper pins are sloppy or corroded they could wear one pad more than the other. The location of the pin design can also come into play. If the pin is inboard of the rotor and offset from the centerline the caliper may rock on that centerline and contribute to taper wear. With a zero offset pins on a floating caliper, the guide pins straddle the rotor. Any twisting of the caliper due to an offset force of the piston is eliminated, which in turn eliminates binding of the sliders and therefore reduces taper wear. Darius Rudis indicated STEEDA sells stainless steel brake sleeves that replace the rubber retaining pin insulators on 87-92 V-8 Mustangs. The sleeves eliminate caliper deflection and rotor/pad distortion that cause uneven wear.

Fluids

Tom discussed the issue of silicone vs. non-silicone brake fluids such as Dot 3, Dot 4, Dot 5, and Dot 5.1 and their chemical bases, uses, and boiling temperatures.

- Dot 3 and 4 fluids absorb water that reduces the boiling point, so always use a fresh sealed container. The absorbed water will cause rusting of the cylinders. This may not be an issue for people who change their brake fluid prior to each open track event. Ford HD fluid is the best bang for the buck.
- Dot 5, silicone brake fluid will absorb more air over time than other brake fluids. The absorbed air makes the brake pedal feel spongy. Dot 5.1 fluid is an improvement in air absorption. Silicon fluid is a better fluid for collector cars because it will not absorb water over time, reducing internal rust and will not dissolve paint if spilled.

Brake Lines

We learned that stainless steel hoses have a positive effect on brake performance, but, not as much as you might think. The claim, that replacing your rubber brake lines with braided SS lines will give you 20 to 30% stiffer pedal is really only a 3 to 4 % change in total pedal improvement. The braided stainless steel hoses don't expand has much as non-braided hose, however, the hoses contain only about 2.5% of the brake fluid in a full size car system. Therefore, it has a small improvement in brake peddle feel. The effect will be greater on a small brake system.

Brake Pad Performance

Tom talked about industry method for testing brake pad performance. We went over a Friction Performance Testing chart from Federal Mogul. The AK Master is a European standard for measuring brake pad performance, that utilizes (20) tests to measure performance. Two of the tests are for fade. The first fade test, of a new pad, is generally worst than the second. The chart pointed out the importance of proper burnishing of the brakes and some fade testing of your new pads before prior to racing in an open track event to gain top performance.

Questions

After the presentation, participants asked Tom Hall questions about how to improve the performance of brake systems on the cars. Many helpful tips came out of those discussions.

- Some members have had problems with bake pedal pulsing. This is usually caused by a variation in the thickness of the rotor. The OEM tolerance for thickness is 9 microns (thousandth of a millimeter). Tom indicated many auto stores and repair shops do not have the capability to meet the OEM tolerance. It would be best to ask them what micron tolerance are they capable of meeting. You might be surprised by the answers you get.

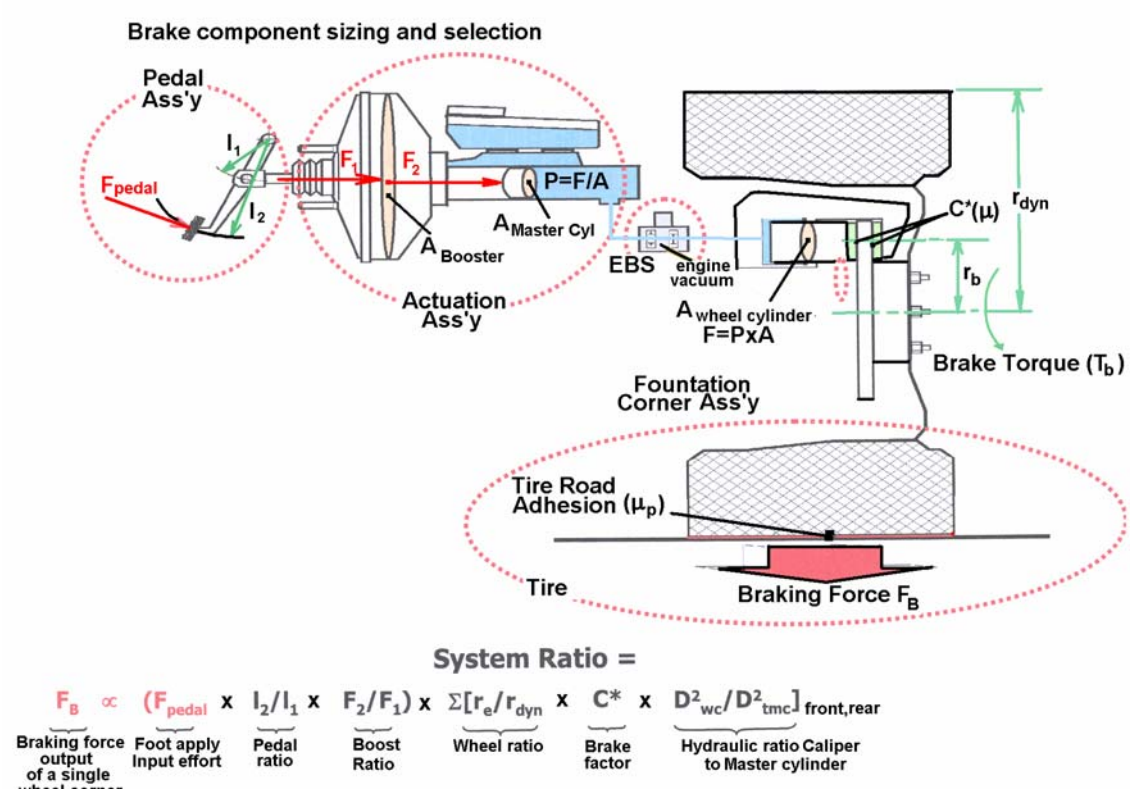
- Some club members have added larger front brake rotors and calipers to their cars without making any other modifications to the brake system. Tom indicated this does not optimize performance of the upgrade. The front brakes do more work after the modification and get hotter, while the rear brakes are doing less. The system needs to be rebalanced. Tom suggested a proportioning valve should be to achieve front and rear brake lock up at about the same time with a slight front bias.

- A couple of participants had cars with brake components not designed as a system. These systems resulted in not being able to stop the car very well, requiring high pedal pressures. Tom thought the problem could be the hydro-mechanical ratio, which is a function of the pedal ratio, area of the caliper and the area of the master cylinder. Changing the pedal ratio, for example, might solve the problem. Tom presented the following formula to help you match brake components if you are building a brake system with components from a variety of sources. It will also help you analyze a system that isn't performing to your expectations and determine what components need to be resized.

(Continued on page 16)

Brake Seminar *(Continued)*

(Continued from page 15)



System Ratio =

$$F_B \propto (F_{pedal} \times l_2/l_1 \times F_2/F_1) \times \Sigma[r_e/r_{dyn}] \times C^* \times D^2_{wc}/D^2_{tmc}]_{front,rear}$$

Braking force output of a single wheel corner | Foot apply Input effort | Pedal ratio | Boost Ratio | Wheel ratio | Brake factor | Hydraulic ratio Caliper to Master cylinder

Here are some typical value ranges

- **System Ratio** about 60
- **Braking force FB** Vehicle specific, enough force to lock the wheel on dry asphalt
- **Fb** of booster size 9" Tandem around 100lbs output max
- **Fpedal** dependent
- **Pedal Ratio** 3.5- 4.5
- **Boost Ratio** 6-11
- **Wheel ratio** Rotor Diameter/ Wheel Diameter0.3 - 0,4Larger the better
- **Brake Factor** .6 - .84(2 times the mu of the lining for disc brake)
- **Hydro- mechanicalRatio**18-25

Thanks to Tom Hall and Steve White we all learned a lot about how brake systems function and how they can be improved.

Toploader Imposters

by Steve White with guidance from Rob Borruso

When is a toploader 4-speed not a toploader 4-speed? When it's an imposter! In the late seventies, there was a late model 3 speed with overdrive transmission made for intermediate passenger cars, light duty pickup trucks and vans that was derived from the original toploader four speed design. This transmission looks just like an early Toploader but is not a performance transmission at all.

The tag numbers look out for are: RUG BP, RUG CA, RUG CL, RUG CD

When you run across one of these, it can trick you since it has three shifter shafts sticking out of it like the four speed has, rather that just the two like a conventional three speed has.

One of the key clues to spot an imposter is that on the passenger's side of the main case you will notice a bulge or rib; this is to clear the large overdrive gear on the cluster. Some of the main cases have an "ORION" cast on the driver's side.

The tailhousing also looks a bit odd & casting numbers on both the main case or tailhousing start with D7DR for 1977 model year. The gear teeth are cut very thin and the ratios are almost the same as an early 3 speed with 0.85 or so overdrive in 4th.

Main Case Differences

Toploader on top, overdrive on bottom

Tailhousing Differences

Toploader in front, overdrive in rear

Other clues are that there are only four bellhousing bolt holes instead of 8 on a true Toploader. Also, the speedometer pickup is also on the wrong side.

When swap meet, junkyard, or classified ad shopping, don't let yourself be lulled into the trap of a great deal on a toploader, only to find out later after you've shelled out the money for it that it's not the real deal!

33rd Annual Mid America Ford Performance and Shelby Meet

Text by Austin C. Craig, photos by Craig Austin and Mark Storm

As has been the custom since 1974, the Mid-America Ford Performance and Shelby Meet featured the latest Ford performance vehicles. This year marked the second consecutive year that cars from Shelby Automobiles were featured. For those of us who thought we had seen the last Shelby automobiles in 1970, the last two years have been a special time. During the 2006 Mid-America meet Shelby and Ford Division brought the GT-H, the car Carroll Shelby referred to after doing some high performance driving, blasting and sliding through the Hertz return lot, " Now this is what I call a rental car!!" to Tulsa.

Not resting on their laurels, the Shelby Automobiles Team, led by President Amy Boylan, unveiled both the 2008 Shelby GT Convertible the 2008 Shelby GT500 KR, plus the 700 horsepower GT500 Super Snake at the event. The red Super Snake Coupe will be in dealer showrooms later this summer is a real head turner. From its ram air hood to its JBA manifold back exhaust system this Mustang is all business. When I had my first 1966 GT-350 (SFM6S1305) we always said, "A performance car has to, look great, go fast, handle and have great brakes". All the Shelby cars meet and surpass these criteria big time.

The 2008 Shelby GT convertible and coupe were showcased in the lobby of the Southern Hills Marriott and served as the centerpiece for the TV interview on the CBS affiliate with Mid-America Founder, Jim Wicks and Amy Boylan. For the last few years the event has enjoyed live television coverage on Channel 6.

One of the many reasons for the success of Mid-America is the many venues that appeal to enthusiasts. The meet begins with the open track held at Hallett Motor Raceway, located about 45 minutes from the headquarters hotel, the road course with its 1.8 miles of blacktop and 10 challenging turns is a good test of one's driving abilities. In the past Phil Jacobs ran his 1968 Trans-Am Mustang with great success at the track. Since selling the car, current owner, Bob Gaines has also enjoyed driving the Mustang during the two days of open track action.

2008 Shelby GT Convertible showcased in the lobby of the Southern Hills Marriott

The 2007 GT500 Super Snake will be in Ford dealerships the end of summer. Shelby Automobiles has a large bank of orders for the 700 + horsepower coupe or convertible, one look will tell you why!

Bob Gaines Ford GT was one of the numerous GTs that participated in the event.

In addition to the Shelby cars, just about every Mustang performance company sponsors or participates at Mid-America. For the tenth consecutive year Steeda Autosports returned to Tulsa. In 1997, fresh from their famed #20 Cobra R's dominating victory over the factory backed Firebirds in the IMSA GS Series race at Daytona,

(Continued on page 19)

Mid America *(Continued)*

(Continued from page 18)

I recommended to Steeda President, Dario Orlando that they bring the #20 car to Mid-America and turn it loose on the Hallett circuit, He did and has been back ever since.

This year John Moore returned to Tulsa with his 2007 Steeda Q. This is the Mustang that recently graced the cover of Muscle Mustangs & Fast Fords, in addition to a feature article in 5.0 Mustang. See John left the car in Florida for the winter and the Steeda folks put it to good use.

Dario Orlando, STEEDA President (Left) with John Moore (Right) at the STEEDA display

Roush Performance and Dynatech Racing each brought their performance Mustangs and toured the Hallett course with authority. Shannon Guderian, 5.0 Resto President brought his 2000 Cobra R and impressed everyone with his track performance. The highlight of the two days of Hallett is the vintage and late model exhibitions. The vintage grid is packed with Shelbys and Mustangs from the 1965-70 era and is always fun to watch. J. Bittle brought his 1968 Trans-Am Mustang from California. The car was originally built and campaigned by veteran Ford engineer Ed Hinchliff of Ypsilanti, in the 1968 -69 Trans-Am Series, Ed did quite well for an independent racer, I remember the Mustang finished 8th at the 1968 Watkins Glen Trans-Am race won by Jerry Titus in the Shelby Racing prepared Mustang. When J. bought the car a few years ago it was in sad shape, however J. and the talented crew at JBA Racing have restored the Mustang to its 1968 livery. The car runs a Tunnelport 302 that makes good power and has excellent reliability.

Scott Hoag first came to Tulsa as the Bullitt Program Manager. He returned every year since, first as Mach 1 Program Manager, then as President of Mustang Racing Technologies. For the past few years MRT has done a super job organizing and running the Late Model Exhibition. The field showcases all kinds of cars from

J Bittle and Mark Storm swap stories during the Hallett Open Track Event. The JBA Racing 1968 Trans-Am Mustang is powered by a Tunnelport 302.

20 plus Bullitts lined up to pace the race.

Mustangs, Trans-Am cars, Cobra Rs NASA American Mustangs and this year a Twin Cam Escort. I did not see any vehicles equipped with Winfield carbs, but a nice variety nonetheless! Among the entrants were George Huisman, Classic Design Concepts owner and son Travis driving the Mach 1 racers. Since the Bullitt Club held its National Convention in conjunction with the Mid-America Meet, Scott had them pace the race. What a blast when they took off at the start of the parade lap with everyone of the 20 plus Bullitts lighting up their rear tires, talk about a group having a fun time.

The Thursday night cruise to a reborn section of Tulsa similar to downtown Royal Oak is always fun. To see over 500 Ford performance cars of every year and vintage lined up on Peoria, Tulsa's Woodward Avenue, is an enthusiast's dream come true. The local radio station conducts a live remote highlighted with interview of Ford and other sponsor personnel.

During the event there is something for everyone. Friday night's affair

(Continued on page 20)

Mid America *(continued)*

Early model Shelbys and Mustangs lined up for a vintage race at the Harllett Motor raceway.

The Shelby Wheel Company displayed their new wheel lineup for vintage and late model Mustangs.

(Continued from page 19)

has venders of all kinds set up in the Marriott's ballroom. Everything from literature to collectables is available for purchase during the fun evening.

Saturday is for all the drag racers as the meet moves to Tulsa Dragway. Over 400 cars participate, including vintage 406 Galaxies to the latest Ford GT. One thing I noticed at Hallett and the drag strip was the large number of GT500s that were on the track. Their owners

Over 400 participants put their cars through the paces at the Tulsa Dragway.

put them through their paces, no trailer or closet queens in this group.

The sold out Saturday night banquet Keynote Speaker was Robert Parker, Ford Division Car Marketing Manager who delighted the audience with some insights into future products coming in 2008. Robert and his people are responsible for the Ford/ Shelby alliance as well as other special Mustang packages.

Amy Boylan's presentation was highlighted by very cool videos featuring Carroll Shelby and the unveiling of the 2008 Shelby

Three Boss 429 Mustangs on display during the drag races at Tulsa Raceway Park. The Mid-America meet attracts Ford performance vehicles of all vintages.

GT500KR, Mid-America was the first showing of the car since the New York Auto Show. With 420 horsepower, the KR will definitely be the King of the Road!

The quantity and quality of the door prizes awarded at Mid-America never ceases to amaze. Everything from sets of Goodyear Eagle and Kelsey vintage tires to JBA Headers to Kicker Stereo systems were given away. This year Vortech/Paxton gave away a supercharger system, adding to the scale and scope of the door prizes.

The Classic Design Concepts All Ford Super Show featured over 600 Ford Performance cars and trucks. One of the reasons the show is so much fun is that it is a popular vote show. For those folks who like concurs, there is one for the Shelby and Boss Mustangs. Throw in all the sponsor exhibits and you have a fun Sunday event.

The Mid-America Ford Performance and Shelby Meet is simply the best of its kind. Great venues, enthusiasts from 34 states, Canada, Australia and Great Britain plus the friendliest, nicest event hosts all add up to make this a can't miss event. In the mean time I want a GT500 Super Snake!

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MCA SANCTIONED EVENT
HOSTED BY SOUTHSIDE MUSTANGS

THIS WILL BE A VERY SPECIAL CAR SHOW.
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POSSIBLE SPECIAL GUEST BUD MOORE,
GEORGE FOLLMER & MAYBE PARNELLI JONES.
AN AWESOME COLLECTION OF VERY RARE FORDS.
ONE OF ONES & SOME OF TWO OF THREES.
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Go to http://www.shelby-boss.com/ for registration, maps and hotel information

SAAC-MCR 2007 Abridged May Financial Report

by Craig Shefferly

	May-07			May 2007 Year to Date			May 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	$55.00			$2,125.00			$1,235.00		
A. Newsletter					$474.63			$399.83	
B. Hot Line Phone								$121.49	
C. Calendar					$21.78			$399.75	
D. Membership Cards									
E. Mailing Newsletters								$15.00	
and calendars to									
Late Members									
F. Club Insurance		$1,165.84			$1,165.84			$1,500.00	
Sub Total	$55.00	$1,165.84	($1,110.84)	$2,125.00	$1,662.25	$462.75	$1,235.00	$2,436.07	($1,201.07)
2. Monthly Meeting Food		$181.28	($181.28)		$889.56	($889.56)	$85.00	$1,051.48	($966.48)
3. Holiday Party				$1,640.00	$2,146.20	($506.20)	$2,000.00	$3,511.50	($1,511.50)
4. Waterford Fall Picnic									
5. Programs									
A. Swap Meet				$1,711.00	$361.46	$1,349.54	$1,561.00	$784.92	$776.08
B. Show 32	$3,466.00	$1,691.34	$1,774.66	$3,466.00	$2,091.94	$1,374.06	$220.00	$1,365.00	($1,145.00)
C. Go 32		$924.00	($924.00)	$624.78	$924.00	($299.22)	$1,235.00	$513.00	$722.00
D. GingerMan									
E. Labor Day Classic								$200.00	($200.00)
F.Harvest Happening									
6. Club Jackets	$140.00	$123.50	$16.50	$140.00	$123.50	$16.50	$545.00	$321.50	$223.50
7. Club Pins & Patches	$35.00		$35.00	$35.00		$35.00			
8. Club Golf Shirts	$210.00	$312.00	($102.00)	$270.00	$312.00	($42.00)	$126.00	$122.00	$4.00
9. Club T-Shirts	$162.00		$162.00	$162.00		$162.00			
10. Misc.					$5.00	($5.00)			
11. DVD Recorder					$25.64	($25.64)			
Totals	$4,068.00	$4,397.96	($329.96)	$10,173.78	$8,541.55	$1,632.23	$7,007.00	$10,305.47	($3,298.47)
Beginning Cash on Hand			$6,369.53			$4,407.34			$4,933.10
Ending Cash on Hand			**$6,039.57**			**$6,039.57**			**$1,634.63**

Firewall Adjusters *(Continued from page 11)*

Adjuster Housings (Engine Compartment Side)

Left: Stock Bushing
Middle: standard Flange
Right: large Flange/ Multi-hole

SAAC-MCR Meeting Minutes *by Kurt Fredrickson*

April 5
Meeting was called to order by Tom Greene at 8:00 pm.
New Faces: Jolene Bragg, Brian Greene's girlfriend.
Competition Dir: Darius Rudis said that all track events are set.
Financial Report: Craig Shefferly said we currently have $6,500.00. We are still waiting for the insurance bill..
Editor's Report: Mike Nyberg named and thanked the people who wrote articles for the latest issue of the newsletter.
Membership Dir: Rich Tweedle indicated we have over 100 paid members.
Advertising Dir: Mike has sent out the Show and Go Ads.
This N That: John Yarma is setting up a Cruise on Grosse Pointe for April 28th. Mark Kulwik talked about Spring Fling in May, and all of the events and special prizes. Steve White is setting up a Brake Seminar on April 21st.
New Vehicles: Rich Tweedle sold his Pantera to someone in California. Bob Varcoe bought a 2007 Shelby GT500.

May 3
Meeting was called to order by Randy Betki at 8:00 pm.
New Faces: David Dzinbinski, who has a 1968 390 Mustang Fastback.
Competition Dir: Darius Rudis is shopping for new club insurance because of the high costs of K&K.
Financial Report: Craig Shefferly said we have $6300.00
Editor's Report: Mike Nyberg reviewed the proposed articles for the next newsletter.
National News: Jeff Burgy is proofreading information on Cobra's and Ford GTs for a book put out by National SAAC.
Club Web Site: Dean Ricci has updated the website. It received very good reviews from those that have seen it.
Membership Dir: Rich Tweedle stated that we have 108 paid members.
Advertising Dir: Mike Riemenschneider stated that all ads are in place for Show and Go.

June 7
Meeting was called to order by Randy Betki at 8:00 pm. He announced that Tom Greene's father passed away yesterday.
New Faces: Mark Demel from Houghton Lake.
Competition Dir: The "Go" went well with 37 registered drivers (some new drivers). The occasional rain on the track would dry quickly. Darius talked about some of the cars and their drivers, that learned from the "Waterford experience".
Financial Report: Craig Shefferly said we have around $6000. We are waiting for all of the bills to arrive from the Show 'n Go events.
Editor's Report: Mike Nyberg reviewed the status of the proposed articles for the next newsletter.
National News: Jeff Burgy said that the National Club is updating their registry. The SAAC National is next month.
Show Dir: Gary Roys N/A. Members stood up and gave Gary a round of applause for the coordinating the Show event.
Club Web Site: Randy spoke about the great job Dean continues to do with our web site.
Membership Dir: Rich Tweedle indicated we have 122 members.
Advertising Dir: Mike stated that all advertising was completed and successful.
President's Report: Tom Greene is in Europe performing post retirement consulting for Ford Motor Company this summer.

Firewall Adjusters *(Continued from page 22)*

Adjuster Housings (Firewall Side)

Left: Stock Bushing
Middle: Standard Flange
Right: Large Flange/Multi-hole

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

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

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: Clinton Township Gratiot Cruise, Clinton Township,MI. *http://www.ctgratiotcruise.com/*

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

Aug 10-11: Shelby and BOSS Reunion, Indianapolis, IN. *http://www.shelby-boss.com/*

Aug 12: Rockin' Rods Car Show, Rochester, MI

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

Aug 26: Gratiot Cruise, Chesterfield Township, MI.

Aug 29: Harper Cruise, St. Clair Shores, MI.

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

Sept 7-9: Frankenmuth Auto/Oldies Fest 2007, Frankenmuth, MI

Oct 7, 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.

Spring Cruise participants enjoying lunch at Pat O'Brien's Pub on the corner of Jefferson and Ten Mile Road. See the article about the event on page 1.
Image by Rich Tweedle