



30
YEARS
1975
2005

Shelby Life

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

Volume 33, Issue 1

January 2008

The President's Corner **2007 in Review plus Dawning of a New Chapter**

Text by Tom Greene and photos by Rich Tweedle



These are some of the people who help make the SAAC-MCR a success.

As is typical of the Shelby Life last issue of the year, we will cover 2007 – the year in review. And in addition to this review, we will cover the dawning of the next chapter of Shelby.

THE BEGINNING OF 2007

This is a year marked by more change to the club than at any other time in our history. We started out the year similarly to every other year, but shortly thereafter it started changing – and the changes have accelerated, a lot. 2007 started with your SAAC-MCR president moving out of the country for 7 months, leaving the day-to-day operation of the club to our Vice-President, Randy Betki. Randy competently stepped up to the task (we all thank you Randy). Thanks to the efforts of the aggregate Board of Directors and Gary Roys the club events were well-planned and executed – but the biggest changes were yet to come, but we will save this part of the discussion for later in the retrospective.

THE MIDDLE OF THE YEAR

The Show 'n Go had terrific plans, good pre-registrations, the trophies and dash plaques were beautiful, designed and delivered on time and some show cars and swap meet participants came – and the rains came too – The rains have plagued us in the past, and this year the rains were even more effective in keeping the “day-of-show” participants away as the rains were “telegraphed” well in advance. In this case, no surprises meant minimalist participation; too bad for them as we had a really good (albeit somewhat water-logged) show ready for them.

Across the pond, we had some members visit the largest/best vintage race in the world and met a couple Shelby owners in England – both of whom participate in performance events that require they adhere to rigorous preparation rules and regulations. We met a '65 and '66 owner with the '66 owner being a driver of a 63 E-type with a 3.8L in

(Continued on page 6)

Inside this issue:

Harvest Happening	2
Membership	2
Grille Delete	5
Cross-member Tiedown	9
Fall Colour Tour and Chili Bash	10
SEMA 2007	12
Shifting Gears	16
Financial Report	18
Meeting Minutes	19
Events Calendar	Last

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SAAC-MCR's Harvest Happening Open Track Event

Text by Mike Nyberg and photos by Rich Tweedle



Will Weber prepares the lunch for the hungry drivers. Everyone looks forward to lunch and the opportunity to talk to participants with similar interests.



L to R: Sean Foltz, Stefanie Darby and their daughter Emily enjoying the afternoon at the track under a big shade tree in the paddock area.

The SAAC-MCR 2007 Harvest Happening open track event occurred on a perfect day in October. The day was sunny and the temperature was in the high 70's, perfect for a performance driving event.

It was an opportunity for participants to determine how their cars performed before the end of the 2007 Michigan performance driving season. Drivers were also able to determine if their driving techniques had improved over the season. Some drivers were working on improving their line around the track and others were striving to improve their turn entry and exit technique. And some participants had unexpected equipment problems, like myself, that will need to be fixed before the 2008 performance driving season.

It was such a nice day, that people just enjoyed relaxing between track sessions. Some family and friends showed up to enjoy the activity and support "their driver". Some club members, who didn't drive in the event, came to talk to other club members, help diagnose problems or take pictures.

The event had (36) participants, of which (17) were SAAC-MCR members and (19) were not. 29% of member's cars were pre-1990 models, while only 11% of non-club member's cars were. While owners of older cars tend to belong to clubs, the vast majority of the open track participants drive 1990 or newer cars in the open track event. The club members need to appreciate the newer cars as much as the older iron, as the club leadership has recommended at our monthly meetings. We as members have an opportunity to do that at the club sponsored car show in June 2008. People are more likely to performance drive newer cars and we need more participation in the SAAC-MCR sponsored open track events.

If you haven't participated in one of the SAAC-MCR open track events, plan to in 2008. One participant at the Harvest Happening said about the event, "It is also one of the most thrilling things I do." So if you need a thrill, the SAAC-MCR sponsored track events provide a safe and controlled environment for that to occur.



Membership Report by Rich Tweedle, Membership Dir.

SAAC-MCR Membership Status: We Have 126 members

New members include: *Bill & Karen Chapman and Shaun Burgess*

Harvest Happening *(Continued from page 2)* *[Also, Continued on page 4]*



Attendees swapping stories at lunch time.



Family members enjoyed the day at the track while supporting their favorite driver.



Gary Roys in his 2004 Howe ASA Race Car. This was the first time in 20 years, Roy drove a real race car, normally his brother drives the race car .



L to R: John Yarema and Richard Straughen relax between track sessions. Looks like Richard is catching his breath.



Mike Radonovich in his 1966 White Shelby GT350 Tribute car.



Gerald Garascia in his White 1997 Saleen 281 Mustang.

Harvest Happening *(Continued)*



Charlie Safley driving his 1980 Alfa Romeo Spider. Do you think he is enjoying the event.



L to R: John Yarema, Steve White and Tim Young inspecting Tim's 1968 Mustang. Tim showed up to talk to friends and help drivers diagnose electric problems.



Steve White in his Black 1996 SVT Cobra Mustang.



Will Weber's White 1989 Mustang.



Rick Vander Heide's White 1965 Shelby GT350. How many time have you seen a real Shelby on the race track?



John Yarema's 1965 Mustang.



Richard Straughen's White 2007 Mustang GT.



Greg Cragel's Red 2004 MX-5 MazdaSpeed.

1996 Mustang (and Cobra) SN95 Grille Delete

Text and photos by Steve White

When the Mach 1 was reintroduced into the Mustang lineup in 2003 for the '03-'04 model years, much ado was made over the deletion of the grille feature. Soon, grille delete kits were offered and being snapped up by Mustang GT and V6 owners for their modified Mustangs. The '03-'04 Cobra also did not use a grille feature, with their unique fascia.

With all the commotion, one would think this is the first time a grille delete feature was offered. However if one goes back to the beginning of the SN95 run, the '94-'95 Mustangs never had a grille. In 1996, the designers at Ford decided to add a grille and tie it back in to the heritage of the early Mustangs. They chose the honeycomb design of the 1965 Mustangs, for some odd reason, rather than tying it in with the 1966 design – which would have seemed more appropriate to me.

1996 was the first year of the mod motors in the Mustangs, and as documented in the Shelby Life previously (Vol. 31, No. 1), they also had cooling problems. In addition to a number of hardware changes to address the cooling issue for the '97 and later cars, the '97's also did away with the grille feature. Therefore, the 1997 model year can actually be the first to lay claim to having a grille delete feature.

1996 owners, can also take advantage of a grille delete, whether for technical reasons (cooling), or appearance. When I first thought about this for my car, I contacted a few companies to see if they also made a grille delete for 1996 like the -'03-'04, but found none (at that time I hadn't realized that the '94-'95 and '97-'98 SN95's already were sans grille. I initially thought the grille was molded in one piece with the headlight header panel, taking advantage of DFA (design for assembly) concepts of minimizing parts and attachments by designing several individual parts as one assembly. On closer inspection and several attempts, I found that the grille was a separate piece, and could be removed.

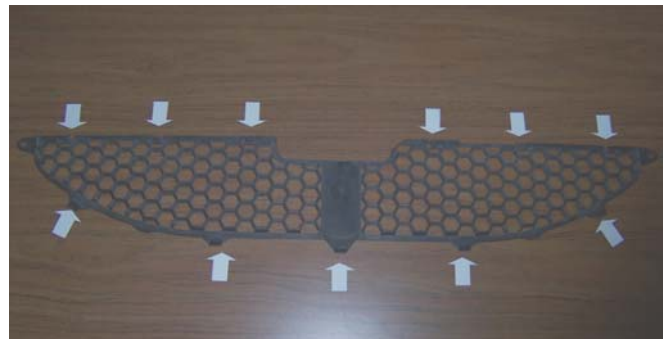
The grille has a total of 11 snap tabs – 6 upper & 5 lower, plus two alignment tabs. The grille fits very tight, which is what in part made me think it was molded in. With careful work, one snap point at a time, since the grille is a flexible rubber/plastic, it can be persuaded to come loose. For details, see the accompanying photos.

So the next time someone plays Mustang trivia with you, and asks what year was the first grille delete, expecting '03 as the answer, you can tell the real story ('97). If you have a '96, you can now take advantage of less restrictive airflow.

“The next time someone plays Mustang trivia with you and asks what year was the first grille delete?” What would your answer be?



1996 SN95 before grille delete



1996 SN95 Grille with the (11) snap tab locations identified.



1996 SN95 after Grille Delete

President's Corner (Continued)

(Continued from page 1)

the St. Mary's enduro race class at Goodwood, and rally driver in his '66 GT350. This experience validated that we are an international organization with Shelby enthusiasts in all corners of the world.

THE END OF THE YEAR

Here at the end of the year, I got to return to the US of A and my family. Getting back to the US was a terrific time for me. I got to see my family again, and got to visit the latest addition to the rolling stock – but first the club-wide news.

SAAC got a letter notifying us that there was a law suit filed by Carroll Shelby against SAAC. Ol' Shel himself brought us this really big surprise. This letter announced what is essentially a divorce between Carroll Shelby and SAAC. This is a sad time for us enthusiasts – but I retain supreme confidence that our club will endure and remain vital.

Without dedicating much ink to the whys and wherefores that are at the root of the rift here let me assure you of one guaranteed fact – our club is **FOR** the people, **about** the cars and maintaining the respect for the creator of the legendary set of cars (A-Prod champions, B-Prod Champions, the winning of Le Mans in a total domination manner). That means that we **ARE** SAAC-MCR, and we will **RETAIN** our focus on ALL Ford powered vehicles and the terrific people who appreciate them.

THE NEW BEGINNING OF AN ERA

We will endure and you, our members will still have a club that shares your values and one in which it is just flat fun to be a part of. Our members are not going to change, our beliefs are not going to change and our focus is not going to change. We are SAAC-MCR (even if the worst-case scenario comes to pass and we change our name) and we will remain dedicated to the enjoyment of the vehicles that Carroll Shelby made famous.

A NEW CAR TO GO WITH THE NEW ERA

It was my good fortune to be able to purchase a brand-new 2008 GT500. It is of course red with white stripes (had to make the '66 want to accept the new, stronger and younger brother). The 08 GT500 is an **AMAZING** automobile. As all of you know, it was born at AAI Flat Rock sporting 500 hp, good handling and braking. But borrowing from the racer's axiom "more is better, and WAY too much is just about right", the car took a trip to Art Whipple's shop in Fresno, Ca. for a charger-ectomy just after being delivered to Gorno Ford (Remember George Gorno, owner of Gorno Ford – he bought our red with white stripes 70 GT500 from me back 15 years ago or so). So let's begin the story there.

I had the good fortune to have Rich Tweedle join me for the trip to CA to retrieve my Shelby. We arrived and took the car on a 100 mile shake down cruise. We found one little glitch in the on-board diagnostics where it didn't like the air bypass valve as we approached the entrance to the

(Continued on page 7)



Whipple Superchargers sign at the Fresno California shop.



Celebrating the "charger-ectomy", (L to R) Dustin Whipple, Art Whipple, Shonda Whipple, Tom Greene and Rich Tweedle



Tom inspecting the installation of the Whipple supercharger.

President's Corner *(Continued)*

[Also, continued on page 8]

(Continued from page 6)

national park at 4000 ft altitude. A trip back to the shop for a brief re-flash in the morning fixed the problem and we were on our way again. We started with a spectacular entrance to the Sequoia National Park, thru the twisty roads up the mountain (had to stop and put up the top when it got really chilly) providing a terrific start to our 2700 mile trip from Calif. to Michigan. We saw orange groves, Sequoias that were larger in diameter than the Shelby, an air-force museum, the Grand Canyon and some spectacular scenery. Let me offer assurance that this car accelerates better than any other I have ever driven (including the two different Ford GT's in which I took highway trips) as exemplified by needing to pass a string of cars following a bus on a two-lane road in Southern California. Needed to upshift to 4th in the short trip past just ½ dozen cars and a scenicruiser, and 4th is good for way more than double the speed limit.

We covered star-filled skies in New Mexico, lots of sand and beautiful scenery – I urge you to take a look at Rich's photo journal – here is the link. <http://tinyurl.com/2jrljl>

This car is faster and more capable than its older brother, and is a LOT more comfortable to drive. Yep, we even slept in it on the trip back, it's THAT comfortable. This car represents a fitting start to our new era.

LOOKING FORWARD

My salute to you, the members: Here's looking forward to 2008 – another terrific year of opportunities for SAAC-MCR.

Tom Greene, President



Tom's GT500 with the Whipple huffer.



Tom's GT500 engine tag



Tom's GT500 with the top down



Tom's GT500 with the top up

President's Corner

(Continued from page 7)



Tom trying to span a Sequoia on their trip through Sequoia National Park.



Tom driving with the top down. The weather was beautiful until they went a few thousand feet higher.



Tom standing next to his car, which is parked in front of a tall tree at the Sequoia National Forest.



Tom proudly wears his SAAC-MCR shirt in front of the Grand Canyon national Park sign,



The sign reads "SLOW WATCH FOR SNOW-ICY SPOTS" and they had the top down.

Early Model Mustang Cross-member Tie-down Modification

Text and photos by Steve White

Owners of early Mustangs that trailer their cars to races (preferred) or car shows (ugh!) can benefit from a quick and easy access to points to tie their vehicles down to the trailer. Some find the old factory tie down hooks that were removed at the dealer upon delivery and sent back with the transporter to be reused on future Mustangs. Others tie down to the front A-arms or front cross-member for the front, or the rear axle for the rear. Either case requires climbing far under the car to wrap the tow strap or axle strap around to secure it.

In cases where the Shelby or aftermarket T-pan oil pan is used, wrapping around the cross-member has a tendency for the straps to slide down the cross member, and then the tie down strap hooks can hit the pan, causing esthetic damage at a minimum, or worse.

Since the front tubular cross member that runs under the oil pan is bolted in by two 15/16" hex bolts, it would be quite easy to find another cross-member and make some positive hook points. I got the idea for my design from the Total Control Products (TCP, division of Alston Chassis) rear spring axle mounts for Lincoln Versailles 4-wheel disc brake rear axle conversions. The Versailles axle uses the large diameter tubes, as opposed to the small diameter ends used even on 9-inch version factory early Mustang axles. There is also shock interference with the caliper brake hoses, so their mounts reposition the lower shock mount to improve this. Their part is also reinforced for strength (over a modified stock piece) and also incorporates tie down slots. The tie downs are a slot where you can hook your tow strap to. It is also in an easily accessible low point, so it's easy to reach under the car and hook the tow strap to it, rather than having to climb under the car, throw a tow strap over the axle, and then attach the tow strap to the axle strap's two D-rings.

It is this same philosophy I incorporated for the front. I first made up a template – which required a few compromises. I also did not want the addition to hang lower than the lowest point on the cross-member. Then cutting plates out per template, welding, and powder coating completed the construction.

I kept the stock cross-member as it was, since it was in excellent shape, so it can be bolted back in for those occasions it might need to.

1967-1970 cross-members are similar to the '65-'66 one used here, but have a slightly different shape. They are the same length, as all '65 – '70 cars used the same frame width (the shock towers were changed to allow the wider big block engines to fit in the engine bay). So they can benefit from a similar modification.

Rarely are there easy bolt-in modifications that can easily be reversed, so not to affect the value of the cars.



Stock cross-member assembled in car position.



Steve checks the tie-down modification for proper fit, with a template before cutting them out of 3/16" thick steel.



Comparison of stock (top) to modified cross-member with tie-downs (bottom).

2007 Fall Colour Tour and Chili Bash

Text by Steve White and photos by Rich Tweedle

Saturday October 13th dawned bright and clear, with mild temperatures – perfect weather for a leisurely drive from the northwestern Detroit suburbs to Clare. Cathy & Steve White drove their 1996 Cobra and rendezvoused with Craig & Bonnie Shefferly with Arlene Jacobs in their slightly more practical (but not quite as cool!) 2007 Focus. We then met up with Rich & Sandy Tweedle & their 2006 V6 Mustang near Clarkston by I-75.

The northward trek placed us in Clare late morning – too early to check in at the Holiday Inn Express (HIX), but not late enough to not enjoy the brunch bar at Big Boys (or at least it started out that way!). Once brunch was *finally* over, we went to the local equivalent of a Cabella's and then to downtown Clare for some old time main street shopping. Soon it was time to check-in at the HIX, and then off to Big Norway Lake to John Guyer and Trish Judson's homestead and the Autodrome, site of yet another Chili bash.

To say that our host's home was remote is an understatement! That's not to say that there are not other homes around, as there are plenty, it's the weaving and bobbing that gets one turned around. It's a good thing that we had a seasoned guide leading the way, or we would still be driving around out there looking for it! To illustrate how remote it is, Ron Mack and his wife Joan punched in the address in their navigation system to help them find their way in from Grand Rapids, and received an "Address does not exist" return message!! Fortunately they called and John was able to guide them in – kind of like a pilot flying by instruments and tower only.

By the time we arrived, the action was (red) hot (chili pepper) and ready. John and Trish have made many friends there in their few short years, and the group gets larger each year. Between friends and SAAC-MCR members, we estimated there was somewhere between 30-40 attendees – clearly the largest one so far. In addition to the 5 of us who caravanned up together and our hosts, Randy and Kathi Betki came over from their (MI) east coast vacation, the Mack's, and the Charley & Ellen Safley, totaled 13 club members in attendance – also a record.

Fourteen(!) chili's were presented for our eating and voting enjoyment, and the hardest thing to do was pace oneself to make it through all the chili's in the one hour allotted time limit before voting. And the winning Chili was – "not number 13"! (Ask Craig or John about that inside joke!). The real winner was Marie Egnash, one of John and Trish's neighbors, who also somehow managed to taste, test all 14 chilis!! Her award-winning recipe accompanies this article for your own duplication. Trish had also made a quilt in the quilting kitsch she joined as part of her acclimation to Big Norway, that was a spectacular design featuring (of course) chili pepper designs, and embroidered on one corner designating it as the prize to the recipi-

(Continued on page 11)



John Guyer and Trish Judson, host and hostess for the Chili Bash on Norway Lake in Lake, Michigan.



Ellen and Charley Safley wait to sample the (14) chili recipes, in the Autodrome.



Craig Shefferly next to Arlene Jacobs in the upper level of the Autodrome. John Guyer had finished the upper level, including a hardwood floor. It was a perfect spot for a Chili Bash.

Fall ColourTour (Continued)

(Continued from page 10)

ent of this year's Chili cook-off. Marie was truly surprised & appreciative of the prize and couldn't wait to tell all her friends and family that were not in attendance.

Several traditions of the event followed up the chili eating (gorging?) that us newbie's (Cathy & me) were able to experience. First being the pontoon boat tour of Big Norway Lake itself (not to be confused with Little Norway Lake!). Bonnie kept asking about every house on the lake and if it was for sale. I think she was on a scouting mission for her and Craig's retirement. The final event of the day was the campfire. Many (tall) tales were shared, and we learned of a new form of campfire I had never experienced – use of a "chimney log". A chimney log is actually a large diameter log that has had the center hollowed out by natural forces. Once the conventional campfire has been raging for quite awhile to get it plenty good & hot, the chimney log is added to the center of the fire, standing upright in a chimney fashion, with the flames shooting out several feet through it into the air (caution: make sure there are no low or not so low hanging trees directly overhead!). Evidently, the locals have spent a considerable amount of energy determining the reaction of various canned products, aerosols, packaged goods, etc. impact when placed in the chimney log. Something about canned creamed corn seemed to be the big hit. Fortunately, no experiments were conducted that night – at least as long as we were there!

Soon it was time to follow the breadcrumbs back to the hotel. Bonnie, Arlene, Craig and Rich enjoyed using the hot tub pool before retiring. Steve tried to catch the last half of the NASCAR race on TV, but feel asleep a few laps short of the finish – must've been a COT race! ;-). A good night's sleep, a breakfast shared in comradery, and then we all split up for our plans to return home.

I would highly recommend this event to anyone who has never been before, and even to those who have, for a return visit. Make your plans now for 2008.

Marie Egnash's 2007 Prize Winning Chili

1 lb Ground Beef
1 Green Pepper
1 Medium Onion
1 15 oz can Hunt's Tomato Sauce
1 15 oz can Hunt's Petite Diced Tomatoes
1 15 oz can Brooks Dark Kidney Beans
½ can water (7.5 oz)
1 package Sauer's Chili Seasoning Mix
1-1/2 tsp Chili Powder
½ tsp pepper
¼ tsp salt

Fry ground beef (finely chopped) and drain off any grease. Cut up green pepper and onion (small pieces).
Mix in pan over low heat; tomato sauce, petite tomatoes, kidney beans and water. Add green peppers, onion and ground beef, continue to heat. Add package Sauer's Chili Seasoning and mix together. Add chili powder, salt and pepper. Bring to a boil, lower the heat and cook 20 minutes. Stir once in awhile. Turn off heat, cover and let sit half an hour for flavor to mix together and then serve it.



Marie Egnash was awarded this quilt for making the most popular chili. Trish Judson made the Chili Champ 10-13-2007 quilt.



L to R: Sandy Tweedle, Cathy and Steve White. See what too much chili and a warm camp fire did to Steve.



Bonnie and Craig Shefferly enjoying the camp fire.

SEMA 2007

Text by Mark Storm with photos by Bill Cook and Mark Storm

This was my 10th consecutive SEMA attendance, however my first representing an aftermarket company. Without having landed a new job and SEMA rapidly approaching, I was presented with an offer by my cousin, J. Bittle that I simply could not refuse. J offered to cover my room and board if I would agree to work shifts at the JBA Headers booth. This was all the incentive I needed to book a flight to Las Vegas (using my frequent flyer miles of course).

As luck would have it, the new **JBA Headers** booth was located in a very high visibility area, next to the **Barrett-Jackson** booth that featured Carroll Shelby's 1969 GT 500 Convertible which will be auctioned in January. The Barrett-Jackson booth had plenty of activity with frequent visits from Mr. Shelby, Craig Jackson, and Steve Davis. Not to be out-done, the JBA booth featured the Shelby GT 500 Super Snake. The Super Snake was returning home to Gary Patterson from San Diego after JBA installed and tested its long tube headers & exhaust system (*this is part of the 700HP Super Snake package upgrade*). This car is awesome and J told me that he was able to obtain 670HP at the rear wheels just prior to shipping the car to SEMA. I was fortunate enough to get seat time in this car by moving it about 3 feet within the booth!

The Ford display for 2007 featured **Classic Design Concepts** newly developed *Flashback* program. Using the new 1967 Dynacorn Mustang bodies, George Huisman created two Brittany Blue '67 versions, one to replicate a '67 GT (*however it is powered by a 347 Boss crate motor!*) using all Ford licensed reproduction components, and secondly the *Flashback* model. The *Flashback* is a '67 on steroids, utilizing modern amenities, horsepower exceeding 600HP, while maintaining '67 styling cues. For this George was awarded Ford Motor Company's Best of Show, Outstanding Achievement in Design Award.

(Continued on page 13)



George Huisman (Left) receiving the Ford Motor Company, Outstanding Achievement in Design Award.



JBA Headers' booth featuring the 670 RWHP Shelby GT500 Super Snake



The Barrett-Jackson booth featuring Carroll Shelby's 1969 GT500 Convertible



Classic Design Concepts display featured their newly developed Fastback program.

SEMA 2007 *(Continued)*

(Continued from page 12)

To round out the rest of the Ford display, many interpretations of the new Focus were present from 3D Carbon, Steeda, Street Scene,



2008 Focus modified by STEEDA.

Ford Vehicle Personalization, and more. The all new Flex was also present in **Foose** and **FunkMaster Flex** versions (*The FunkMaster himself was even there to unveil the vehicle!*). Scott Hoag from **MRT** had two entries at this year's show, a Ford Edge featuring numerous styling, suspension, and performance upgrades all in the vintage Highland Green hue. This vehicle immediately traveled to San Francisco after the SEMA show for the 2008 Bullitt launch. Scott's second entry was a very trick, suicide door Lincoln MKZ in a two-tone Grey/Silver (*this car also was given a Ford Motor Company design award at SEMA*).

(Continued on page 14)



MRT's modified , suicide door Lincoln MKZ. This car also won the Ford Motor Company design award.



Flex modified by FunkMaster



Flex modified by Foose



Highland Green Edge modified by MRT.

SEMA 2007 (Continued)

(Continued from page 13)

Immediately to the left of the Ford display was an area that I kept gravitating toward, it was the 40th anniversary of **Hot Wheels** display. Hot Wheels featured milestone products from the 1968-1977, 1978-1987, and 1988-1997 eras, but the bigger draw for me was the life size vehicles! There was the cobalt blue **Deora II**, bright orange **Whatta Drag**, and the chartreuse **Twin Mill**.

Fellow SAAC-MCR members (no trademark infringements intended), Bill Cook, Austin Craig, George Huisman, and I all attended the **Shelby Automobiles** party on Tuesday evening. At the party the **Terlingua Shelby Mustang** and **Shelby Terlingua Racing Team** were introduced. Bill Neale and the Shelby Automobiles team unveiled three vehicles that had been brought up to Terlingua Racing Team specifications. A 2008 V6 Ford Mustang (*to offer young people a big bang for their buck*), a 1965 427 Shelby Cobra and a 1967 (*old school*) continuation model Ford Mustang were displayed in Terlingua state of tune. After the announcement had been made Austin Craig promptly proceeded to show Bill Neale his original 1967 Terlingua Racing Team membership card that has remained in his wallet ever since! Not only were we able to find the bar and the prime rib, but Bill Cook and I also found our way into photo ops with George Barris, Carroll Shelby, and Bill Neale at the party.

SEMA 2007 was once again a great experience for viewing new products, seeing great cars, networking, and catching up with old friends. *I can't wait to do it again in 2008!*



Hot Wheels Deora II



Hot Wheels Whatta Drag



The author with George Barris. We aren't sure why George is wearing Fred Casey's jacket.



Hot Wheels Twin Mill

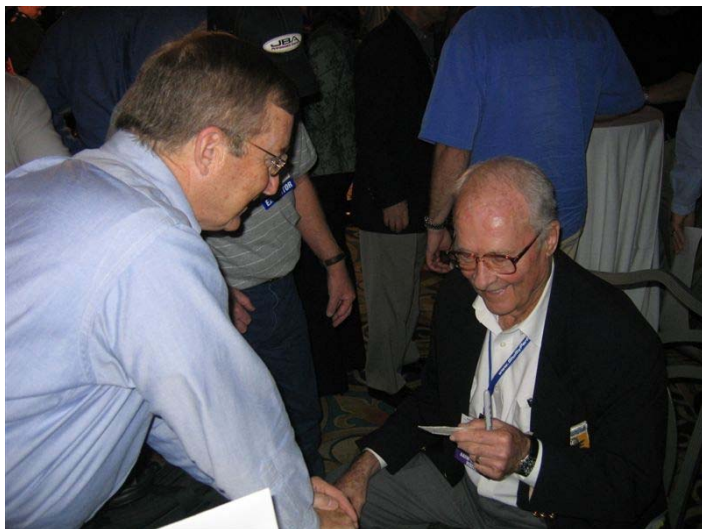
SEMA 2007 *(Continued)*



Terlingua Racing Team 2008 V6 Ford Mustang



GT40 Kit Car at one end of the spectrum



Bill Neale (Right) inspecting Austin Craig's original 1967 Terlingua Reacing Team membership card.



Terlingua Racing Team 1965 427 Shelby Cobra



Austin Craig shows Bill Neale (not pictured) his original 1967 Terlingua Racing Team membership card.



Bill Cook with Carroll Shelby

Shifting Gears

Text and photos by Mike Nyberg

I have a 1994 Mustang, with a Tremec 3550 5 speed transmission, I use for open track events. Over the past three years I have shifted into the wrong gear during open track events and twice I have caused expensive drive train damage. I realigned the bellhousing and changed the transmission input shaft that had pilot bearing wear due to the mis-alignment, after the first wrong gear incident that destroyed the clutch. I also, changed my shifting technique to "fingers" only to shift from third to fourth and "palm" only to shift down from fourth to third.

After the second wrong shift that destroyed the harmonic balancer, I decided I needed something more positive to keep me in the third and forth shifting slot during an open track event.

I talked to Paul Kostelnik, at Liberty's Gears, about my problem. He is a very knowledgeable transmission re-builder and is excellent at customer relations, characteristics any smart businessman would like to have in an employee. He suggested a relatively simple modification of installing a 30% stiffer spring in the 1st and 2nd gear shifter lug. This would require more shifting pressure to go through the gate between 3rd and 4th gear slot and the 1st and 2nd gear slot, preventing me from shifting into the 1st and 2nd gear slot when I wanted to stay in the 3rd and 4th gear slot.

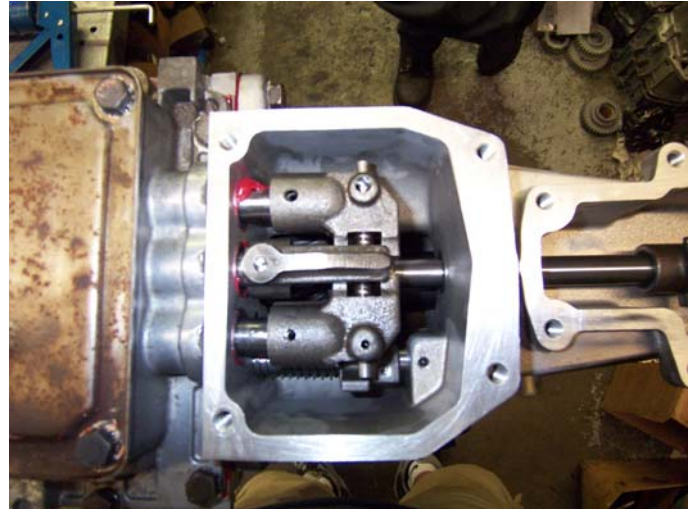
I scheduled an appointment with Paul to make the suggested modification and take some pictures for a newsletter article. The first thing Paul did was to remove the shifter turret assembly and the two inspection plates on the top of the transmission. The removal of the inspection plate on the extension housing exposed the shift lugs and the removal of the transmission case inspection plate exposed the output shaft assembly with 1st 2nd and 3rd gears and associated parts.

While inspecting the output shaft assembly, Paul could see that the 2nd gear blocker ring was worn and should be replaced. With a worn blocker ring, 2nd gear may not synchronize with the output shaft, causing problems shifting into 2nd gear. We decided to replace the 2nd gear blocking ring and also decided to replace the 3rd and 4th blocking rings since the output shaft assembly was out and it was easy to get to the parts.

During the reassembly of the output shaft, Paul de-burred several parts to eliminate possible shifting problems. He also polished the throw-out bearing sleeve (release tube) with 280 grit emery cloth. Mating surfaces of housings and inspection plates were sealed with anaerobic sealant. This type of sealant doesn't begin to cure until the oxygen is squeezed out of it while the two mating surfaces are assembled together.

When Paul was about to assemble the cover to the transmission case, he thought we should install a stiffer spring in the spring interlock bracket for the 1st and 2nd gearshift rail. The shift rail has an indent for

(Continued on page 17)



The shifting lug inspection plate has been removed, exposing the shifting lugs that will get the 30% stiffer springs.



The transmission case inspection plate and rear housing have been removed exposing the out put shaft assembly and fifth gear assembly, outside the transmission case to the right.

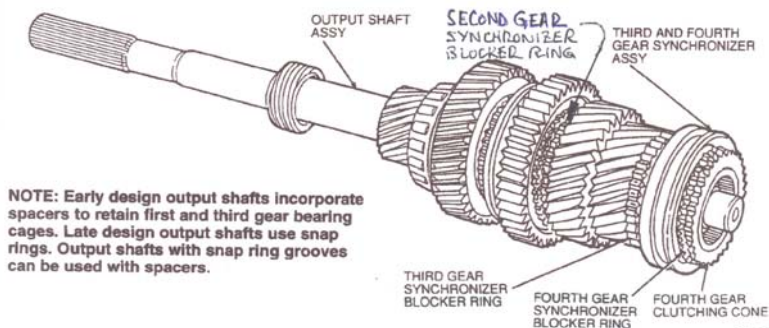


Paul de-burring a part from the output shaft assembly.

Shifting Gears (Continued)

1st, neutral and 2nd. The stiffer spring pushes a ball into the indents and will increase the effort to go from the 3-4 slot to the 1-2 slot.

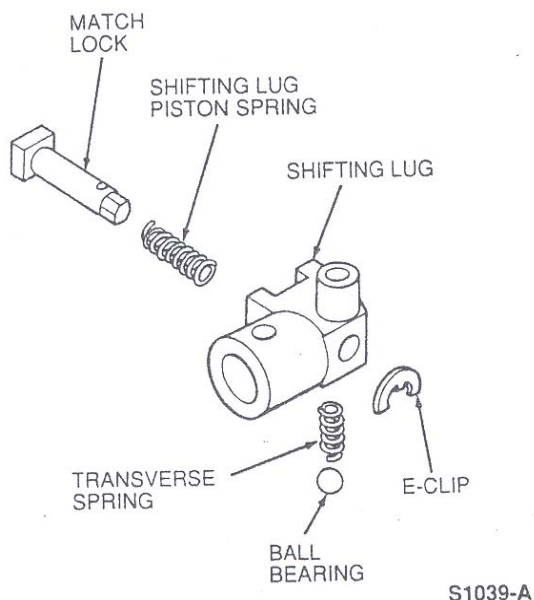
I installed the reworked transmission Wednesday before the Saturday SAAC-MCR Labor Day Classic open track event at Waterford Hills Race Course. The first time I shifted from 3rd to 4th on the back straight and down shifted before turn 6, I was surprised how smooth it was. I had no problem shifting gears the rest of the event. I believe Paul's rework cured my gear shifting problems.



NOTE: Early design output shafts incorporate spacers to retain first and third gear bearing cages. Late design output shafts use snap rings. Output shafts with snap ring grooves can be used with spacers.

Output shaft assembly diagram indicating the location of the brass blocker rings that were replaced during the rebuild by Paul.

Shift Lug Diagram



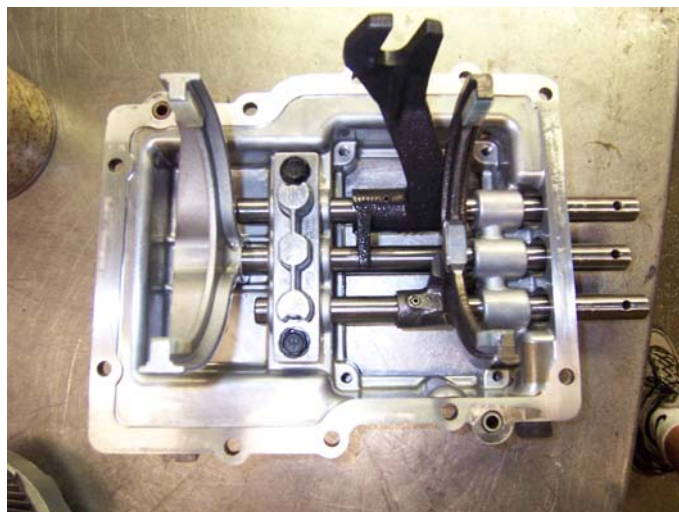
Exploded view of the 1-2 and 5-R shift lugs. The shifting lug piston spring was replaced with a 30% stiffer one in both lugs.



Spring interlock bracket with 30% stiffer spring in the 1-2 gear shift rail location (right most spring).



Paul is applying red anaerobic sealant to mating surfaces.



Transmission case cover and shifting mechanism with the spring interlock bracket re-assembled.

SAAC-MCR 2007 Abridged November Financial Report

by Craig Shefferly

	Nov-07			Nov. 2007 Year to Date			Nov. 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	\$20.00			\$2,260.00			\$1,655.00		
A. Newsletter					\$1,020.24			\$854.54	
B. Hot Line Phone					\$47.01			\$281.17	
C. Calendar					\$21.78			\$399.75	
D. Membership Cards									
E. Mailing Newsletters and calendars to Late Members								\$15.00	
F. Club Insurance					\$1,165.84			\$1,576.84	
Sub Total	\$20.00	\$0.00	\$20.00	\$2,260.00	\$2,254.87	\$5.13	\$1,655.00	\$3,127.30	(\$1,472.30)
2. Monthly Meeting Food		\$110.42	(\$110.42)		\$1,711.00	(\$1,711.00)	\$85.00	\$2,161.75	(\$2,076.75)
3. Holiday Party				\$1,640.00	\$2,146.20	(\$506.20)	\$2,000.00	\$3,511.50	(\$1,511.50)
4. Waterford Fall Picnic							\$115.00	\$127.54	(\$12.54)
5. Programs									
A. Swap Meet				\$1,711.00	\$361.46	\$1,349.54	\$1,561.00	\$784.92	\$776.08
B. Show 32				\$4,066.00	\$3,421.94	\$644.06	\$5,997.00	\$3,440.63	\$2,556.37
C. Go 32				\$3,550.34	\$3,638.48	(\$88.14)	\$2,927.29	\$3,237.00	(\$309.71)
D. GingerMan									
E. Labor Day Classic				\$3,821.55	\$1,728.51	\$2,093.04	\$4,447.13	\$4,412.52	\$34.61
F. Harvest Happening	\$1,665.42	\$670.00		\$3,713.42	\$1,826.22	\$1,887.20	\$4,845.78	\$4,267.63	\$578.15
6. Club Jackets				\$140.00	\$422.18	(\$282.18)	\$940.00	\$321.50	\$618.50
7. Club Pins & Patches				\$35.00		\$35.00	\$12.00		\$12.00
8. Club Golf Shirts		\$104.00		\$360.00	\$416.00	(\$56.00)	\$566.00	\$122.00	\$444.00
9. T-shirts Shirts				\$172.00		\$172.00			
10. Misc.		\$98.00			\$103.00	(\$103.00)		\$49.96	(\$49.96)
11. DVD Recorder					\$25.64	(\$25.64)			
Totals	\$1,685.42	\$982.42	\$703.00	\$21,469.31	\$18,055.50	\$3,413.81	\$25,151.20	\$25,564.25	(\$413.05)
Beginning Cash on Hand			\$7,118.15			\$4,407.34			\$4,933.20
Ending Cash on Hand			\$7,821.15			\$7,821.15			\$4,520.15
		CK.Book	7,781.15						

Don't forget to renew your SAAC-MCR membership.

SAAC-MCR Meeting Minutes *by Kurt Fredrickson*

October 4, 2007

Meeting was called to order at by Randy Betki at 8:02 pm.

New Faces: John Cerone

Competition Report: Darius Rudis reported on the upcoming Sunday track even. He said we are currently half filled.

Financial Report: Craig Shefferly said we have around \$6480 Cash on Hand, less \$1750 for the upcoming track event.

New Vehicle Report: Kathy Betki bought a new Edge. Kurt Fredrickson bought a 2001 Taurus on eBay.

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

Show Dir: Talked about the upcoming Winter Swap Meet at Gorno Ford. Kurt will contact George Gorno to make arrangements for the event.

Club Web Site: As always, looking good!

Advertising Dir: Mike was unable to attend.

President's Report: Tom is in Germany, working hard for Ford. Will be back to see everyone in November.

Tech Talk: Talked about many different car problems and solutions. Very helpful.

November 1, 2007

Meeting was called to order at by Randy Betki at 8:00 pm. ,Tom Greene arrived later, was handed the gavel, along with a Birthday Cake to celebrate his 60th.

New Faces: Dave Burgess and his son, Colin. Ben Scheiwe

Financial Report: Craig Shefferly said we have \$4400 Cash on Hand.

New Vehicle Report: Tom Greene bought a new red 2008 Shelby GT500 Convertible. The car is currently in California to bump the horsepower up to 600 r.w.h.

Club Web Site: Dean Ricci, as always, looking good!

Membership Dir: Rich Tweedle stated that we have 126 paid members. Rich also maintains the club library, and has added SAAC-29-31-32, and Goodwood 2007.

Advertising Dir: Mike Riemenschneider, ads are being place for the Swap Meet and the June 1st and 2nd is Show and Go.

President's Report: Tom talked about his trip to Europe, and the Goodwood Vintage races. Also, he spoke of the 289 motors and how fast they were, passing the CID test and casting numbers are right. Tom spoke with an engine builder, and was told that all of the money goes into the heads and they PERFORM!!!!!! The positions which have been unofficial in the past have been updated and approved by a club vote. They are Vice President and Technical Officer.

December 6, 2007

Meeting was called to order at by Randy Betki at 8:00 pm.

New Faces: None this month

Competition Report: Darius Rudis, There is nothing new till next year

Financial Report: Craig Shefferly said we have about \$4000 Cash on Hand.

New Vehicle Report: Brian Greene bought a new Harley, Erin bought a new Ducati and Gay Roys bought a Ford Powered oval track racecar

Editor's Report: Mike Nyberg reported on the status of the January Shelby Life newsletter.

National News: Jeff Burgy, VERY IMPORTANT Discussion Jeff shared with the S.A.A.C.-M.C.R. about the fact that Carroll Shelby's lawyer sent the SAAC National a letter, that he is not renewing his licensing to use his name and how we are a local chapter of the national club so we may have to change to comply see web site for up to date information.

Show Dir: Gary Roys the Show&GO will be June 1nd and 2nd

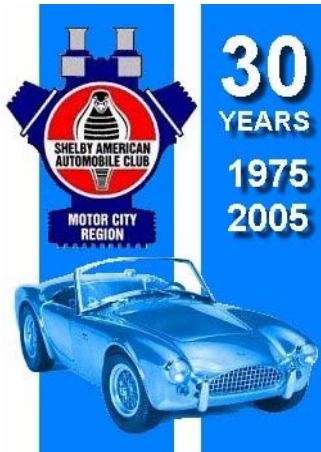
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Advertising Dir: Mike Riemenschneider ads are being placed for the Swap Meet and the June 1st and 2nd Show and Go

This & That. For the end of the year Mike Nyberg took pictures of everyone at the meeting in a group photo for the 2008 club calendar.

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.

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

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

2007 Events Calendar

January

11-13: Grand Rapids Auto Rama, DeVos Place, Grand Rapids, MI

11-13: Shelby's 85th Birthday Party, Gardena, CA to Las Vegas, NV

12-13: State Fairgrounds Swap Meet, Detroit, MI

12-20: Barrett-Jackson Auction, Scottsdale, AZ

12-13: Silver Springs Mustang Roundup, Silver Springs, FL

13-27: North American International Auto Show, Cobo Hall, Detroit, MI

26: SAAC-MCR Holiday Party at the Michigan Fire House Museum, Ypsilanti, MI

February

21-24: Super Swap Meet, Zephyr Hills, FL

23: Mustang Roundup, Orlando, FL
www.midfloridamustangclub.com

March

2: 27th Annual All Ford Swap Meet, Gorno Ford, Woodhaven, MI

7-9: 56th Annual Detroit Autorama, Cobo Hall, Detroit, MI

28-30: MCA Mustang Show, Pensacola, FL

29: MOCSEM Spring Swap Meet, Village Ford, Dearborn, MI



Ford sold cars all over the world as early as the first part of the 20th Century. Penny Nyberg is next to a Model A Ford in Ushuaia, Argentina, the closest port city to Antarctica. Photo by Mike Nyberg

April

5-6: Columbus Spring Swap Meet, Expo Center, Columbus, OH

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

May

16-18: 13th Annual Spring Fling, Brown County State Park, Nashville, IN