



30
YEARS
1975
2005

Shelby Life

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

Volume 33, Issue 2

April 2008

SAAC-MCR The President's Corner

Text by Tom Greene and photos by Rich Tweedle



SAAC-MCR club members who attended the Holiday Party January 26th.

This installment of the president's corner is focused on our holiday party and the beginning of a new year

SAAC-MCR HOLIDAY PARTY

We at SAAC-MCR celebrate the holidays in a most logical after-the-fact event. This way we, the people, are generally less stressed because we are not struggling as much to complete all the family commitments and balancing that which is a very busy life made even busier by the number of things to do during the holidays. Our club helps enable the holidays being a time to savor and spend with your family by holding the SAAC-MCR party about a month after New-Year.

We held this year's holiday party at the Michigan Fire Fighter's Museum in Ypsilanti where we were blessed with a docent who was knowledgeable, helpful, and who expended her efforts to ensure we had a good time. Thank you Debbie, your efforts are both very effective and were greatly appreci-

ated. You made the evening an enjoyable and memorable event for all of us.

We had a caterer that provided terrific food. The entrees were simply yummy and the desserts were amazing. We all did some damage to our New Year's resolution of losing some weight that night.

But the holiday party is more than a pleasant and enjoyable environment, a great hostess, and some great food; The holiday party is all about US, the members of SAAC-MCR who contributed to the club success, and getting together to enjoy each other's company. And enjoy each other's company we did. There were some special memories for that evening, for instance, that evening was the last time we saw Jim and Wendy before they got married. Later in life marriages are very special, and these two are very special people – we were all glad to help send them on their way to their wedding and honeymoon with our good wishes. Sean

(Continued on page 3)

Inside this issue:

Winter Swap Meet	2
Membership	2
Chili Party	4
Spring Cruise	6
Carburetor Tech	7
Autorama	8
Trans Am Legends	10
Book Review	13
E85 conversion	14
NFL Super Bowl	16
Street & Track Ad	17
Financial Report	18
Meeting Minutes	19
Events Calendar	Last

2008 Club Officers

- **President:** Tom Greene
(248) 449-7374
t_greene@comcast.net
- **Vice President:** Randy Betki
(734) 692-3390
kbtcki115888@comcast.net
- **Secretary:** Kurt Fredrickson
(734) 837-9614
shelbytiger2002@yahoo.com
- **Treasurer:** Craig Shefferly
(248) 698-8825
thebullitt@comcast.net
- **Events:** Jim Binder
(586) 776-4836
sasgroup@comcast.net
- **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
cobrajef@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

SAAC-MCR's Winter Swap Meet at Gorno Ford

Text by Jeff Burgy and photos by Brian Greene & Rich Tweedle



The SAAC-MCR volunteers had their hands full getting the vendors set up before the browsers came in, collecting entrance fees from the browsers and cleaning up after the event was over.

Well, Spring wasn't quite here yet, but you wouldn't know it by the looks of all of the eager browsers who showed up for our annual Winter Swap Meet at Gorno Ford. The weather was fairly mild, with no precipitation. The number of vendors seemed to be down a little from prior years, but there was no shortage of high-quality parts.

I hate to go to a "Swap Meet" and see nothing but rows and rows of blister-paks of offshore reproduction parts at retail prices. That's where this swap meet differs from some of the bigger ones – there were plenty of vendors with some really nice greasy-grimy honest-to-goodness used parts off of real cars! There was also a good selection of tools, models, embroidered shirts, jackets, tires, wheels, induction systems, books, manuals, literature, vintage license plates....just about anything you'd like to scrounge up for your old vintage Mustang or Shelby.

As usual, a faithful cadre of SAAC-MCR members were on hand to help swapmeet master Kurt with the setup, running, and cleanup after the event. Some people don't realize what it takes to make a smooth-running event like this – it takes a lot of work. Kurt shows up the night before with volunteers to layout the spaces. Then Kurt



Some serious parts off of real cars. BOSS shaker assembly \$2000 and 1969 428 shaker assembly \$1750.



Many browsers showed up, looking for that special part, in an excellent facility provided by Gorno Ford.

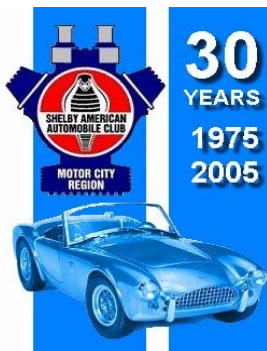
and more volunteers stay past swap meet closing to get the dealership cleaned back up the way it was before we arrived.

A special thanks to George Gorno, and the folks at Gorno Ford for being gracious enough to let us use their facilities again. Thanks to Kurt Fredrikson and the volunteers who helped make this another successful (and even profitable!) event for SAAC-MCR.

Workers for this event:

Kurt Fredrikson
Michael Elwood
Phil Ploudre

Jim Seisser
Rich Tweedle
John Yarema



Membership Report by Rich Tweedle, Membership Dir.

SAAC-MCR Membership Status: We Have 98 members

New members include: *John and Rhonda Cerone*

SAAC-MCR The President's Corner *(Continued)*

(Continued from page 1)

Foltz came back from his out-of-state work assignment, was re-united with his family and got to our party – welcome back Sean. We had some great videos playing during the dinner, with some VERY young members on the screen – and many members were there to see themselves – via the time machine of transfers of 8 mm movies and stills to DVD. (and about those 70's hair styles – they are coming back again, as are the short shorts). Of course we also had the pleasure of members whose club longevity ranges from MORE than 33 years to less than 3 years.

This evening was filled with nostalgia, friends and frolicking (although we seem to frolic a bit more sedately than we did a few years ago when we had the music from footloose going loud and strong and some people doing a pretty fair imitation of Patrick Swayze down the corridor of people) – and the sincere THANKS to each and every one of you who helped make the club the success it as been.

Take a bow everyone, y'all done good.

LOOKING FORWARD

We are nearly ¼ of the way thru 2008 already, although I personally feel like the year is just beginning. At this time, we need to stop and take accounting of ourselves just to ensure we don't miss any opportunities, and that the plans for a successful 2008 are firmly in place.

We have an active Board of Directors, including some new members, and an overall group resolve to have better results in 2008 than in 2007. These plans include better financial results – we need to stay solvent – more group events starting with a Grosse Pointe cruise in April, a bigger and more universally enjoyed Show 'n Go, and all the members feeling very good about their club – and *MAYBE*, a dry Show and Go XXXIII. We *ARE* due for one aren't we???

So, HAPPY NEW YEAR everyone, think Spring, getting some cars out of their winter resting places, and get ready to enjoy all the SAAC-MCR family events this year.



The group ate hors d'oeuvres, dinner and dessert on the semicircular balcony overlooking the historical fire fighting equipment on the floor below.



The docent, Debbie, on the right side of the bed, is explaining how the fire fighters lived, worked and slept in the firehouse.



The group is listening to the tour guide talk about the history of fire fighting in Michigan.



A horse drawn steam operated pumper. Lynn Burgess is on the left side of the horses with Stefanie & Sean Foltz and Craig Shefferly on the right side.

SAAC-MCR 18th Annual Winter Chili Party

Text and Photos by Rich Tweedle

March 15th, the Ides of March, became the "Methane Festival", as one club member put it. Phyllis and Tom Greene hosted SAAC-MCR's 18th annual Winter Chili Party at their home, for possibly their last time in the state of Michigan. The weather was near perfect, considering it is still winter, with temps in the 40's and no snow or rain. 33 people were present and brought nine chilies and quite a few desserts, cornbreads, tortilla chips, salsas and beverages.

Jeff Burgy and Rich Tweedle brought memorabilia albums of Shelby and club interests along with CD's and DVD's and Phil Jacobs brought a video tape taken at Gratten Raceway last June for entertainment and those sounds that drive men crazy and women to distraction – RACING CARS. Some newer members were using the albums to try to catch up on our club history and others to reminisce.

Normally when people start eating, things quiet down considerably. Not so at these functions. As guests tried the different chilies and other foods they were asking others if they had tried whichever letter chili (to keep ownership secret until after voting) and about the desserts, which were OUTSTANDING! Oh- and the DVD's were also running.

When the time came to announce the winning chili for the day, everyone waited with baited breath, well breath with lingering smells anyway. TA-DAAA! Dino Garzaniti won with a chili from the Food Channel. Recipe is included on the next page. Runners-up were Jeff Burgy and Bonnie Shefferly. CONGRATULATIONS TO DINO and also to Jeff and Bonnie.

Of course that didn't end the evening. There were still lots of conversations and DVD's to watch with history of where, when, whose car was that or is that car still around, etc. handled by the very knowledgeable Mr.'s Burgy and John Guyer. Some of the albums brought had the Ford High Performance Parts Lists (1966), Holman-Moody High Performance Car Parts (1966), Holman-Moody Marine Parts (1966), Shelby High Performance Parts (1966) and the Autolite High Performance Engines Manual (1966). Jeff had some original Shelby and Ford Performance Brochures.

We did eventually allow the Greene's to reclaim the home for their selves. WE DO WANT TO HEARTILY THANK THEM FOR THEIR HOSPITALITY AND THE USE OF THEIR ABODE. It should air out by May, maybe June.

"Normally when people start eating, things quiet down considerably. Not so at these functions."



L to R: Tom Greene, the chili party host, Greg Cragel and Mike Riemenschneider



Several of the delicious chili concoctions.



Many wonderful desserts and snacks



From L to R: Steve White, his wife Kathy and Bonnie Shefferly. They can't decide which dessert is the best.

SAAC-MCR 18th Annual Winter Chili Party (Continued)

Down Home Chili Recipe

By Dino Garzaniti

Ingredients:

1 Head of garlic peeled and crushed
 4-5 lb Pork Butt roast (boned and cut into bite size chunks)
 2 large onions diced
 1 bunch collar greens
 28 ounce can of tomatoes
 1 quart pickled banana peppers
 2 large springs of fresh thyme
 2 tablespoons salt
 2 tablespoons black pepper
 2 tablespoons Kroger blacken spice (paprika, garlic and onion salt mixture)
 1 quart red salsa (must contain cayenne and cilantro)
 2 ounces of canned Serrano pepper
 2 tablespoons dried cilantro
 3 tablespoons of dried Chipotle cubes or powder.
 6 slices of bacon
 2 tablespoons of flour
 28 ounce can of small red beans
 2 tablespoons of cayenne pepper

Preheat oven to 200 degree F.

Add first three ingredients and 1 table spoon each of salt and pepper to large bowl and hand toss until mixed. Wrap fist size amounts of meat in each washed collard greens leaf and pile into a large roasting pan.

Cover and cook for 6- 8 hours.

Remove collard greens meat rolls from roasting pan and unwrap meat rolls and place meat mixture into a large bowl. Save juice, place juice in a quart jar and stick in the refrigerator for one hour to solidify. Save collard greens for side dish, serve with 4 ounces of red wine vinegar on top.

Transfer meat to a slow cooker and add ingredients 5 through 14. Turn slow cooker on low. Brown bacon until crisp. Crumple bacon and save for adding to collard greens side dish. Add flour to bacon pan and stir to deglaze the pan and make a rue mixture. Cook until light brown. Save rue mixture for later addition.

Cook 3 to 4 hours in slow cooker.

Remove pork and collard greens drippings from refrigerator, remove and discard fat layer. Add to slower cooker mixture. Remove some liquid, one spoon at a time and add to flour rue mixture and stir until it becomes cloudy and thin enough to pour. Pour mixture into slow cooker. Add red beans. Cook for 1 more hour. Add 1 tablespoon of cayenne pepper. Stir well. Wait 5 minutes, taste and add 1 tablespoon of cayenne pepper if necessary. Serve with cheese grits, cornbread and collard greens (from above).



From L to R: Bonnie Shefferly, Jeff Burgy, Dino Garzaniti, winner of the Best Chili Award and Tom Greene presenting the prize. Bonnie and Jeff were runners-up in the contest.



From L to R: Greg Cragel, his wife Nancy, Dino Garzaniti, his wife Erin, Kurt Fredrickson and his wife Mary Ann in Phyllis Greene's beautifully appointed kitchen



From L to R: John Yarema, Nancy Cragel, her husband Greg and Erin Garzaniti looking at Erin's picture album.



SAAC-MCR

2008 Grosse Pointe Cruise

On April 26th

**We'll be Cruzin' by Historic and Interesting Sites
along Lake St. Clair**

**The Edsel and Eleanor Ford Mansion,
Nautical Mile, Blossom Heath,
Eddies Drive-In, Metro Beach,
The Clinton River and
Selfredge Air National Guard Base
where we will tour the**

Air Museum with Planes from WWI to present.

**Meeting at John and Sandy Yarema's Home
to Enjoy a Continental Breakfast at 9 AM
189 Lakeview Ave.**

**Grosse Pointe, MI 48236
586-596-2105**

**Departing at 10:30 AM,
Arriving at the First Stop at 11:00 AM
The Tour Includes a Lunch Stop.**

**RSVP rtweedle@comcast.net
586-791-0279**

Holley Carburetor Accelerator Pump Cover Repair

Text and Photos by Steve White

One of the advantages of the Holley Models 4150, 4160, 4165, 4175, and the 2300's is their modular design & assembly, but this is also one of their downfalls. In addition to being easy to access and modified by neophyte car tinkers that can really screw things up, the large number of gasketed surface areas provide sources of potential leaks. Many improvements have been made over the last 30 years in gasket materials to minimize leakage, but there are other fundamental design issues that contribute to fuel leak possibilities.

Holley's, like many other carburetor designs, makes extensive use of zinc castings. Zinc has many redeeming properties, but one negative is the propensity to "creep". Zinc, being a soft metal, will continue to move and change shape while under load. What this means, is that in the localized areas such as under a screw head, the casting will continue to deform as long as there is a load applied through the screw. This is why you need to retighten all the screws on Holley's periodically.

To acerbate the problem, some casting designs can make the deformation condition worse if the design is not strong in the clamped area to counteract the creep tendency. One such example is the standard 30cc accelerator pump cover design. There are two primary designs, and one is much worse for this condition to occur.

Sometime in the '70's Holley started using a stepped screw mount design. In this design, the areas under the screw heads are lower than the rest of the casting. Earlier designs, such as those used in the '60's on the famous Shelby, Boss, and Cobra Jet Holley carburetors, the casting was the same height across the surface. This provides more strength, and is less prone to the screw ears of the casting to warp under the screw clamping load. Why Holley changed to the later and weaker design is anyone's guess, but I suspect it had something to do with the proverbial supplier cost savings.

A fix, at least temporarily, is to resurface the pump covers in the pump diaphragm area. On every carburetor I rebuild or restore, I perform this process – even on the equal thickness castings. The resurfacing process is not elaborate or requires that you take the part to a machine shop (sorry John Yarema!). Just take a good quality flat file and apply a uniform pressure by hand to the cover and slide it back and forth over the file. Check after every few strokes, to make sure you are taking metal off uniformly, and not overloading one side or the other. Do not try to hold the cover and run the file over the cover, as it is very easy with that method to get uneven metal removal. It is not necessary to get every surface imperfection out of the casting surface, as the gasket in the diaphragm will take care of it. The main thing is to make sure you remove enough metal to remove the high spots at the screw ears.

Lastly, when assembling the carburetor, don't go overboard on tightening the screws, as this will only hasten the warpage return. Snug is good enough.



Early style equal thickness cover



Later style stepped screw hole style (more prone to warpage)

Un-surfaced view (looks OK doesn't it?)



Initial surfacing (Hey where did those high spots at the screw holes come from?)

Fully surfaced view



2008 AutoRama

Text and Photos by Bill Cook

Hot rod and custom car lovers recognize AutoRama at Cobo Hall in Detroit as perhaps the premier show of its kind in the country. Sure the Oakland Roadster Show in California may be older and certainly prestigious in its own right...but builders, collectors, and aficionados see the Detroit show as the place to be and be seen. Autorama has about three quarters of a million square feet of exhibition space filled with amazing cars, trucks, motorcycles and freaky vehicles. Where else can you see 1000 vehicles that defy categorization?

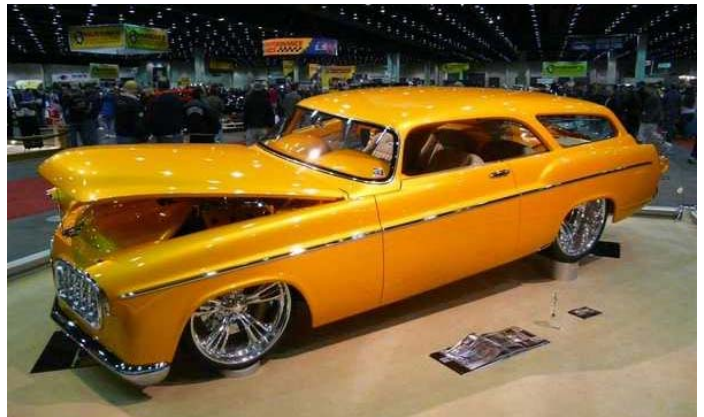
Every year, I get an early Saturday morning start. This year was no different. Mary Lynn and I arrived about an hour before the show opened. Why? Real simple. You can park in the underground garage at Cobo, leave your coats in the car and walk upstairs. We found some food and drink at the nice Cobo lobby store and grabbed a couple of seats at one of the lobby tables until the doors opened. Detroit Autorama is all about the prestigious Ridler Award. This year, 8 finalists called "The Great 8" were front and center ready to compete for the trophy and mess with car loving minds. As usual, they always get my attention. I knew I was in for a long day when I noticed I was still looking at these 45 minutes after entering Cobo Hall. I wasn't alone. Plenty of others were "frozen" too...looking...taking pictures...crawling on the floor.

"Great 8" highlights are included in the right-hand column:

(Continued on page 9)



The Willet Special ...a '32 Ford with Viper V10 power...0-60 under 4 seconds



A '55 Chrysler 2 Door wagon...shortened, chopped, Hillbron injected Hemi setting on 24s... a very slick grocery getter.



One of the outstanding Mustangs in the Autorama show



The Ridler Award winner "Ferrambo"...Rambler powered by Ferrari...outrageous mid-engine with fitted luggage.

2008 AutoRama (Continued)

(Continued from page 8)

Finally, I woke up and realized I needed to move on as I had about 990 more vehicles to see. I wasn't disappointed. Autorama is the place to see most every brand of vehicle and power. That's what makes it so much fun. That said, I still spend more time looking at a vehicle when I see a Ford Motor Company body or engine. Again this year, there were plenty that hypnotized me. Here are a few shown below:



ABOVE: While a Rambler powered by Ferrari is nice, a stunning '69 Mustang powered by Roush earned my best of show award. This beautifully engineered 1969 Mustang was built by Neal Letourneau, of Minnesota, for All Star Detroit Tiger and Minnesota Twins pitcher, Jack Morris. Displayed in the Ford Racing area, it drew crowds all afternoon. If somebody said I could drive one car out of Cobo, this was it.

If you have never been to Autorama, you're missing one of the best gearhead events in the United States...and it's right in our backyard. It provides that winter automotive fix we all love. After all, most of us put our cars away in November and don't get them out until April. This show gets your motor running in early March every year.

Here's a nice video: <http://link.brightcove.com/services/link/bcpid1386354281/bclid1386376077/bctid1453557250>

Trans Am Legends

Text and Photos by Mike Nyberg

My wife Penny and I had an opportunity to attend "The Legends of Trans Am" seminar in the Ritz Carlton Hotel ballroom at the Amelia Island Concours d'Elegance near Jacksonville, Florida, on March 8, 2008. We arrived at the hotel at 9:00 am after a three and half hour trip from Orlando. Penny picked the previously ordered tickets at the will call and I parked the car in a temporary parking lot on the Ritz golf course driving range. When I reached the hotel, Penny had obtained tickets numbers 0001 and 0002. We were the first in line, 45 minutes before the doors opened for the seminar. By the time the doors opened, there were over 500 people lined up behind us.

We were able to get seats in the second row on the center aisle. We sat next to Brian Ferrin, the owner of the last 1970 Trans Am Mustang Bud Moore built. Next to Brian was George Follmer's wife, Karen and Brian's wife Maggie. There were 550 seats in the room and over 600 people attended. There was standing room only for the late comers.

The seminar started with an overview of Trans Am era given by Bill Warner, founder and chairman of the Amelia Island Concours d'Elegance. "The Trans-Am series, which ran in the late 1960s and early 1970s, was known for its factory-backed muscle cars and exciting road racing action. The Mustangs, Challengers, Camaros, Javelins and Barracudas battling on the track bore a clear resemblance to the cars racing fans could ogle in showrooms. The Trans-Am drivers weren't afraid to mix it up and 'trading paint' was pretty common. The spectators really loved it and the manufacturers had the perfect stage to compete head to head. It should be standing room only again," Warner said.

Bill gave a short introduction to each of six Trans Am drivers as they walked up the center aisle to take their seat on the stage. They

(Continued on page 11)



Penny and Mike Nyberg, first in line for the Trans Am Seminar held in the Ritz-Carlton Hotel at the Concours d'Elegance on Amelia Island Florida. There are over 500 people lined up behind them.



R to L: Brian Ferrin, owner of the last 1970 Tran Am Mustang Bud Moore built. Next to him is George Follmer's wife, Karen and Brians wife, Maggie.



The first six Trans Am drivers introduced. L to R: Tony Adamowicz, Parnelli Jones, Sam Posey, George Follmer, John Morton and Dan Gurney. They told many interesting stories about their experiences during the Trans Am Series era.

Trans Am Legends *(Continued)*

(Continued from page 10)

included; Tony Adamowicz, Sam Posey, George Follmer, John Morton, Dan Gurney and Parnelli Jones. Parnelli was the honoree for the 13th Annual Amelia Island Concours d'Elegance. "I am very honored and humbled to be selected as the 2008 honoree of the 13th annual Amelia Island Concours d' Elegance, known worldwide for the quality and beauty of the vehicles presented for judging and for the viewing enjoyment of so many," says Jones. "More importantly, however, I'm equally proud that my name will be associated with a charitable event which, through the years has contributed considerable monetary benefit to the welfare of the community."

The six drivers talked about their experiences during the Trans Am Series era, before seven additional people who were associated with the series were introduced. They included; Tom Yeager, Horst Kwech, Bud Moore, Peter Brock, Gib Hufstader, Bert Everett and Judy Stropus. The group told interesting and funny stories and some of them described how they were competitive (translated=cheated). Dan Gurney said the rule was "Thou shall not get out cheated" or "It's not cheating until you get caught". Parnelli said the rule was "You cheat to eat".

I have never seen so many Trans Am Series era drivers and associated personnel gathered in place. It was truly a once in a life time experience.



A few of the over 250 rare classics, from seldom-seen private collections nationwide, at the Amelia Island Concours d'Elegance. It is one of the nation's most innovative vintage auto events.



Bud Moore was a surprise guest at the Trans Am Legends Seminar. They had to twist him arm to get him to attend. He didn't want to leave his cattle farm during breeding season.



The right side of the back row of panelists included from L to R: Gib Hufstader, Bert Everett and Judy Stropus.



The left side of the back row of panelists included from L to R: Tom Yeager (hidden behind Tony Adamowicz), Horst Kwech, Bud Moore (hidden behind Parnelli Jones), Peter Brock and Gib Hufstader.

Trans Am Legends

(Continued from Page 11)



The 1970 Trans Am Mustang Parnelli Jones, with VIN 9F02M212777, (777). It was driven by Parnelli Jones for the last two races of the 1969 Trans Am. Parnelli did not like the rear suspension (3-link) of his main car #775 and proved it with setting faster times with this back-up car (777). Although intended in 1970 to be one of two backup cars to Moore's two primary cars, it was driven by Parnelli Jones in 9 of the 11 Trans Ams and qualified on the pole, but not raced, for the final two. Jones drove this car in 3 of his 5 1970 Trans Am victories and earned 124 of his 142 driver's championship points. (caption by Ed Ludtke)



Swede Savage and Dan Gurney drove Plymouth Barracudas for Chrysler, during the 1970 Trans Am season. Dan drove No. 48 for a part of the season and Swede Savage drove No. 42, the car pictured above, for the full season. First year chassis problems didn't allow them to do well in the series.



Sam Posey drove this lime green Dodge Challenger in the 1970 Trans Am Series. It was powered by a de-stroked 340 cid Dodge engine. The Keith Black built engine produced 450 horsepower from 305 cid.



1969 Trans Am Mustang driven by George Follmer. Ford lost the 1969 Manufacturer's championship to Penske's Camaros. Parnelli thought it was do to poor performing Goodyear tires. Bud Moore blamed it on too small batteries that Ford supplied, to save weight, which wouldn't start the cars after a pit stop.



This is the 1968 Sunoco-Hilton Penske Chevy Camaro Trans Am car raced in the first 4 races in 1968 by Mark Donahue.



Peter Brock used what he learned from his years with Shelby American to build a top notch 2.5 Challenge Trans Am team. John Morton drove this car to a 1971 2.5 Challenge championship. The car is from the Nissan Collection.

“Shelby The Man, The Cars, The Legend”, Book Review

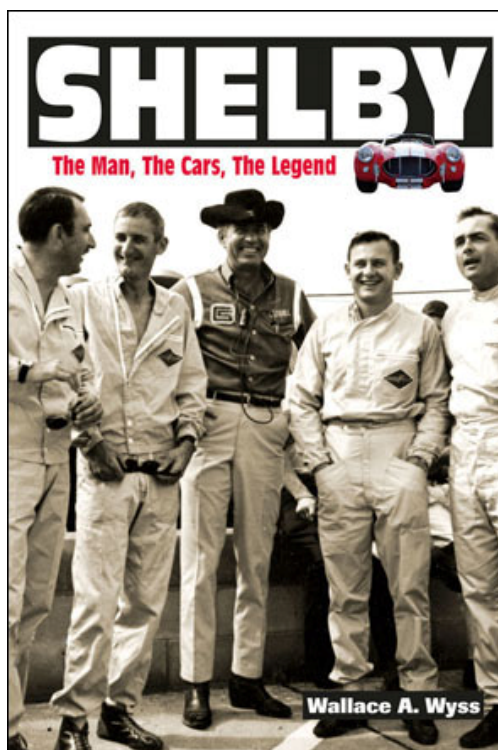
by Steve White

“Shelby: The Man, The Cars, The Legend”, is one of the newest books out on Carroll Shelby, written by Wallace Wyss. Having named our first daughter Shelby, we (and she) would constantly get questions of if she was named after the car or the man - and as we all know, there can be no such separation, and thus one more reason I wanted to read the book. Even though I feel quite well read on all aspects Shelby, with many books in my personal library to attest to that, I still wanted to see what this new tome had to add to the history and knowledge of Shelby.

One of the aspects that makes this book intriguing, is it covers the time span from just before Shelby started racing, up to the point when the new GT500's started production. Being published in 2007, it attempts to cover a lot of ground. However, as we all know, a lot of new history has been made since it was published and is currently being made in the Shelby world - the new GT500KR, GT-H convertibles, the ongoing clone wars and lawsuits to whomever he pleases, including SAAC which kept his legacy alive when he no longer cared and gave up on the cars that made him a household name! This just means the Shelby history continues to be written, and future books will no doubt be written to try to sort out the current legend of Carroll Shelby.

Wallace Wyss attempts to span roughly 60 years of Shelby's life, in sixteen chapters covering over 200 pages. Each chapter attempts to condense an era of Shelby's life. Chapter contents include his early racing career, five chapters detailing the Cobra era, Shelby Mustangs, several chapters dealing with LeMans conquest, the Trans-Am wars, the Shelby Dodges, the Viper vignette and battles with Bob Lutz over the design - which I always thought they were chummy on, Shelby's war with, and surprising contradiction in support of some Cobra NS Shelby clones, the Shelby Series 1, and the modern return to Ford leading to the GT500 and new Shelby GT's. Considering that some segments have devoted entire books to them, such as the Cobras, Racing Cobras, GT40, and the Series1 (“Snake Bit”), trying to cover them in just chapters or a condensed book naturally won't cover the entire history in depth. However an admirable attempt is made.

Where this book falls short, and there is a huge weakness here, is it's quality - spelling, grammar, repeated words, use of both a current and past tense next to each other like he couldn't decide which one to use and forgot to go back and delete one of them, as well as historical and technical errors (stating that the suspension mod used on early Shelby's was to “lower the Pitman arm nearly one inch”, instead of the well known and correct A-arm component; interchangeable and concurrent use of the terms forged and billet steel evidencing that he had no clue as to what each process was and how different and non-concurrent they can be; mention of a six gauge cluster on early T/A Mustangs, but only names five of the gauges, and on and on ...). The story of the death of his previous wife in a Jeep on their ranch was different from what I had read in several other places. Having also read “Snake Bit”, I could find contradictions or just plain old sloppy work there too. Also, the awkward use of a Yiddish word - twice (“Drek”) that I never had heard of before, and I'm sure most Shelby



The four people pictured on the front cover of the book with Carroll Shelby, at LeMans in 1965, are from the left, Jo Schlesser, Ken Miles, Bruce Mc Laren and Phil Hill.

enthusiasts hadn't either, and I had to look it up in the dictionary - as well as other odd phrases. Overall a very choppy read as well. If any book has ever called out for an editor and proofreading, this one is it!

Wallace Wyss had written at least one other Shelby book that I had in my library, “Shelby's Wildlife”, printed 30 years prior to this book. In the Preface of both books, he mentions how he first met Carroll Shelby after being asked for directions to Cobo Hall by a young brunette at the wheel of a 427 Cobra, and then taking him on a triple digit ride on the Lodge - but the story was more cryptic in his latest book, leaving one to wonder why it was included (recycling?). I always considered his earlier work a good reference, in my earlier Shelby education. His later book leaves a lot to be desired to achieve the earlier books status.

His new book would make the basis of a good first draft, if he had only had a proofreader or editor go over it and make the numerous corrections first. Technically, it had an editor, whose biggest achievement in being affiliated with this book as stated in the Forward, was to have had a ride in a Cobra by Mr. Shelby himself and now in his “adulthood” having had more wives than Shelby! I had found myself longing for a red pen to mark up the errors constantly as I read. Need I even mention it was printed in China (!) as many other recent U.S. auto enthusiasts' books are (Motor City Dream Garages)? UGH!! If one can look past the poor quality and errors, it makes for some interesting reading, as long as one doesn't attempt to take it as ultimate source for Shelby information,

E85 Conversion

Adapted by Mike Nyberg from an article written by Ron Cogan in the "Green Car Journal"

Have you ever felt a little guilty about using so much gasoline on track day, when we should be doing what we can to reduce the need for imported oil? I know I have. Due to increase energy security concerns alternative fuels such as E85 (85% ethanol, 15% gasoline) have been developed. But, do alternative fuels make sense to the motorsports enthusiast?

IndyCar racing made its move to ethanol fuel in 2006. Now there is a proposal to for NASCAR to do the same. These are high profile arenas that can promote the use of alternative fuels. They are also financially supported by sponsors with deep pockets. But do alternative fuels make sense for open track performance drivers like you and I?

One performance oriented driver who has taken the leap is North Carolina resident Steve Shrader. He is a Mustang enthusiast who owns a 1999 Yellow Mustang. He is the founder of the Yellow Mustang Registry, where my two Yellow Mustangs are registered. Steve is a self professed performance buff, interested in getting a few more horsepower out of anything with an engine. He decided to explore whether ethanol was a viable option for improving performance.

Cars built after the late 1980's were made to handle some amount of ethanol in their fuel systems and larger amounts can be handled with modifications to their computers. 20 to 40 percent more fuel volume is required for performance driving in cars with modified engines. This requires larger flow volume fuel injectors and fuel pumps.

Steve turned to friend, Dan DeSio of ProDyno, to tweak the onboard

(Continued on page 15)



Steve Shrader's 'Brightmare' making a 1/4 mile run in 11.20 sec. at 124 mph on E85.



Steve's beautiful 1999 Yellow Mustang with STEEDA graphics. The oval black decal below the grill opening Mustang horse is the Yellow Mustang Registry that Steve founded.

The SCT XCalibrator 2 is designed for Custom Tuning applications and for use with our Advantage 3.0 Custom Tuning Software by our network of SCT dealers. This tool offers our network of

Certified SCT Dealers a reliable and quick flash tool for your Ford Custom Tuning requirements. Tool stores up to 3 Custom Tune files while storing the factory tune.



lines or adding a noisy in-line pump - and it doesn't heat the fuel up. The Kenne Bell BOOST-A-PUMP is fully adjustable from 1% to 50% with the mere turn of a dial, so pump output can be varied to match your engine's needs. No longer are you "locked in" to a fixed pump capacity and/or pressure. It activates ONLY at full throttle (naturally aspirated) or at 3 psi (turbo or supercharged). And it acts as a voltage regulator by compensating for any and all system voltage fluctuations.

Kenne Bell, BOOST-A-PUMP: An ingenious, reliable yet simple solution to your fuel system needs. Just tap into your existing fuel pump wiring. Imagine 50% more fuel delivery and horsepower without the hassle and expense of draining and removing the gas tank, tapping into fuel

E85 Conversion (Continued)

(Continued from page 14)

computer and simulate the actions of a true flexfuel vehicle (FFV). Dan added the incremental 40% fuel volume required at wide open throttle, and then he adjusted ignition timing to optimize the engine's use of the 105 octane ethanol fuel. Steve indicated the upside of E85 is an additional 5 to 10 percent increase in horsepower with a few basic modifications.

Steve's Mustang does not have the factory fuel sensors like a FFV would have, so he improvised by using a tool, which modifies programs in the factory installed computer, made by SCT. This allows him to retune the car for gasoline and either summer E85 or winter E85, since blends change by season.

Steve reports no negative effects of using E85 in his Vortech super-charged FFV Mustang. The engine runs better than ever and the fuel lines have no corrosion. The car is also running 11.20's in the quarter-mile at 124 mph on E85. Steve said, "The car ran perfectly on straight E85 for sixteen months. My goal was to prove that the stock fuel system and stock engine could handle the fuel and make more power at the same time and it did. Final power level was 474 RWHP and 431 RWTO SAE with nearly 21 degrees of timing advance!"

This improved performance, due to the conversion to E85, has led Steve to launch his E85Mustang.com website as an online gathering place for other Mustang owners to share stories about their E85 conversions. It's an informational site only at present, but, his hope is a niche will open up in the future so he can expand into offering conversion kits.

Steve indicated, "I got bored with the project this winter and decided to do a full engine rebuild myself, that will have specs especially designed for the 105 octane ethanol fuel." [For instance, the higher octane E85 allows a substantial increase in power by increasing the compression ratio.] "Mainly higher compression pistons are required to go from 9.7 to around 10.3-10.5. The fuel system is also getting a complete overhaul from front to back and is being converted to a return style system to handle the massive fuel requirements. The new combo should put out 550 rwhp minimum, but we're hoping for more. I have a great tuner at Pro-Dyno (Dan Desio) who works miracles on the tuning for me."

The approximate cost to convert the original setup depending on what you already have, or who you know:

60 lb Siemens:	\$ 400
Sold old injectors:	- \$ 250
03 Cobra Pumps (already had them)	\$ 0
Kenne Bell Boost a Pump:	\$ 240
Custom Pro-Dyno tune:	\$ 500
2 new fuel filters during initial tank cleaning:	\$ 15
SCT Xcalibrator2 (optional):	\$ 350
TOTAL:	\$1250



The trunk lid has the Yellow Mustang inspired name. Notice the fuel cell and battery mounted in the trunk.



Brightmare's engine compartment is neat and well organized.



Steve proudly displays an E85 Ethanol decal on the rear quarter of his 1999 Yellow Mustang.

Dr. Audrey Zavodsky Participates in NFL Super Bowl XLII Week

Text and photos by Richard Zavodsky



Audrey is in the center of the photo speaking to 1,000 young women attending the Super Bowl XLII Cheer-leading Spirit Clinic

Dr. Audrey was invited to participate with the NFL as it kicks off Super Bowl week. This annual clinic, which takes place on the NFL Experience Clinic Field, gives 1,000 young women in grades 5-12 the opportunity to enjoy a day of positive competition. They can experience the excitement of Super Bowl firsthand at a free event designed specifically for them. NFL coaches and players teach football fundamentals and professional cheerleaders will demonstrate cheer and dance techniques.

Cheerleaders of Life will speak about the importance of getting a good education, living drug-free and striving to achieve dreams. Dr. Audrey was asked to speak at this clinic because of her professional background, her various degrees, and her professional driving accomplishments.



L to R: Frank Krauser (NFL alumni), Isis Romero (Fox 10 News anchor), Audrey Zavodsky and Ciara Harris (Singer).



L to R: Audrey with Mike and Penny Nyberg. I was lucky enough to get my picture with two outstanding women.



Street or Track High Performance Front Disc Brake Kit!

Fits 65-70 Mustangs without wheel spacers or modifications! Direct bolt on to 65-73 Mustang OE drum spindles (65-67 any spindle, 68-73 drum version only). Retains OE track width, fits 15 & 16" (or larger) vintage style & offset wheels.

Caliper Specifications:

- Cobra PBR aluminum floating calipers with 2 x 40mm pistons. Includes Performance Friction Z-rated pads - perfect for street/light track (Pony caliper uses FRPP supplied metallic pads). This very popular caliper has many pad compounds available from stores all over the country. Helps keep your running costs low!
- Painted dark graphite grey (Pony caliper is painted red with milled aluminum 'Pony' emblem). Custom cast/milled caliper anchor and new retaining pins included!
- Optional Powder coat bright red, gloss black, Ford dark or light blue (Pony caliper available only as supplied by FRPP - painted red with milled aluminum 'Pony' emblem).



Rotor Specifications:

- Standard kit includes plain/non-directional 11.25x.810" thick rotors.
- Optional upgrade available to slotted/directional/plated 11.25x.95" thick rotors.
- Cryogenically frozen option also available for the slotted rotor gives 150% better wear!
- Kit includes new inner & outer bearings with races installed, Timken inner dust seals, keyed washers, retaining nuts, cotter pins and dust caps.
- Affordable replacement rotors keep operating costs low!

Additional Features:

- Optional aluminum master cylinder with see through reservoir - no need to remove cap and introduce contaminants to check fluid level. Weighs less than 2lbs!
- Standard kit includes DOT legal braided steel flex hoses, banjo bolts and crush washers.
- Caliper mounting brackets are CAD designed & CNC milled from billet steel. Black oxide coated for long lasting corrosion protection. **Machined in Michigan!**
- Detailed 7 page color instruction & owners manual details kit installation, bench bleeding master cylinder, bleeding of brakes & bedding in rotors & pads.



Visit us online for more information & many more products!
Save 10% on this kit when you mention this add!



WWW.STREETORTRACK.COM
Email: contact@streetortrack.com

SAAC-MCR 2007 Abridged November Financial Report

by Craig Shefferly

	Feb-08			Feb. 2008 Year to Date			Feb. 2007 Year to Date		
Item Description	Income	Expenses	Income O /(U) Exp	Income	Expenses	Income O /(U) Exp.	Income	Expenses	Income O /(U) Exp.
1. Annual Membership	\$620.00			\$1,640.00			\$1,660.00		
A. Newsletter				\$50.00	\$285.24			\$248.82	
B. Hot Line Phone									
C. Calendar									
D. Membership Cards									
E. Mailing Newsletters and calendars to Late Members									
F. Club Insurance					\$96.00				
Sub Total	\$620.00	\$0.00	\$620.00	\$1,690.00	\$381.24	\$1,308.76	\$1,660.00	\$248.82	\$1,411.18
2. Monthly Meeting Food		\$78.18	(\$78.18)	\$31.00	\$256.00	(\$225.00)		\$413.34	(\$413.34)
3. Holiday Party				\$1,120.00	\$1,531.05	(\$411.05)	\$1,640.00	\$2,146.20	(\$506.20)
4. Waterford Fall Picnic									
5. Programs									
A. Swap Meet	\$2,133.00	\$585.51	\$1,547.49	\$2,133.00	\$585.51	\$1,547.49	\$1,711.00	\$76.00	\$1,635.00
B. Show 33	\$15.00		\$15.00	\$15.00		\$15.00			
C. Go 33									
D. GingerMan									
E. Labor Day Classic									
F. Harvest Happening									
6. Club Jackets									
7. Club Pins & Patches									
8. Club Golf Shirts		\$78.00	(\$78.00)	\$30.00	\$78.00	(\$48.00)	\$30.00		\$30.00
9. T-shirts Shirts									
10. Misc.					\$41.00	(\$41.00)		\$5.00	(\$5.00)
11. DVD Recorder									
Totals	\$2,768.00	\$741.69	\$2,026.31	\$5,019.00	\$2,872.80	\$2,146.20	\$5,041.00	\$2,889.36	\$2,151.64
Beginning Cash on Hand			\$5,203.22			\$5,083.33			\$4,407.34
Ending Cash on Hand		CK.Book	\$7,229.53 7,209.53			\$7,229.53			\$6,558.98

Here is a Tip from John Logan: Does your car overheat suddenly as you speed up? One reason might be the collapsing of the lower hose as the negative inlet pressure from the pump goes up with RPM.

For some reason, some hose suppliers have quit supplying the springs in lower hoses, probably some low cost un-American supplier. I heard that a "Rainbird" lawn sprinkler has a stainless spring that works great to keep the lower hose from collapsing as the RPM goes up. Since I replace these sprinklers in my lawn, they don't cost me anything but you can buy a sprinkler head for about \$16.00 and it's worth it just to find a spring. I have given several away to those who wonder why their car suddenly starts to overheat as they speed up.



Rainbird/Toro Sprinkler Head



Stainless Spring For
Lower Radiator Hose



SAAC-MCR Meeting Minutes *by Kurt Fredrickson*

January 10, 2008

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

New Faces: Bob Varcoe, a "new old face".

Competition Dir: Darius Rudis spoke about upcoming track events. Show and Go's "Go" segment will be June 2nd

Financial Report: Craig Shefferly N/A We have approx. \$5000.00. The deposit has been paid for the Holiday Party.

New Vehicles: Tom Greene's 2008 Shelby has 650 hp at the rear wheels. Darius had his Mustang featured in the February issue of Modified Mustangs magazine, with photos.

Editor's Report: Mike Nyberg passed out the latest edition of the newsletter and thanked all who contributed to the issue.

National News: Jeff Burgy read about what the National Club's newsletter "SNAKE BITE" reported regarding Carrol Shelby's wish to take over all of the Shelby Car documentation that they had organized and cataloged for the past 30 years.

Show Dir: Gary Roys is planning to resign as Show Director. He bought a race car and plans to be racing for the next two years.

Membership Dir : Rich Tweedle indicated we have 61 paid members.

Advertising Dir: Mike Riemenschneider stated that the advertising has started for the Swap Meet and Show and Go.

President's Report: Tom Greene spoke about the upcoming Holiday Party. He also discussed our need to keep our club in the "Black" financially, so we need to watch our expenses, and raise our track event prices to meet our expenses.

February 7, 2008

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

New Faces: Little Tyler Seaman

Competition Dir: Darius Rudis, no new news.

Financial Report: Craig Shefferly N/A We have approx. \$5200.00.

New Vehicles: Sean Foltz purchased a new Ford Fusion.

Editor's Report: Mike Nyberg distributed the proposed content for the next newsletter. Article deadline is March 6th.

National News: Jeff Burgy N/A

Show Dir: To be determined

Membership Dir: Rich Tweedle indicated we have 87 paid members. He continues to maintain the continually growing club library.

Advertising Dir: Mike Riemenschneider stated that all ads are in place for the Swap Meet, and he came in under budget.

President's Report: Tom Greene: We have a new Show Director, Jim Binder. Thanks to Craig Shefferly for a great job putting together the Holiday Party. John Yarema is planning a cruise to Grosse Pointe, with a trip to the Selfridge Air Museum on April 26th.

March 6, 2008

Meeting was called to order at by Randy Betki at 8:05

New Faces: Wendy Binder, Jim's new bride

Competition Dir: Darius Rudis, Registration will open up one month before track events start.

Financial Report: Craig Shefferly indicated we have \$7,229 and we took in \$1,700 on the Gorno Swap Meet

New Vehicles: Darius's mom bought a new 2008 Sable

Editor's Report: Mike Nyberg N/A he's in Florida

National News: Jeff Burgy Talked to Rick Kopec and the feeling is that Amy Boyland is the person that is causing the bad feelings against the National S.A.A.C.

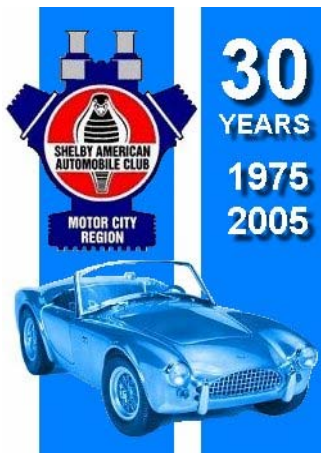
Show Dir: Jim Binder is the show Director and he is learning the duties.

Membership Dir: Rich Tweedle indicated we have 92 paid members. He continues to maintain the continually growing club library.

Advertising Dir: Mike Riemenschneider stated that all the free long term ads are placed..

President's Report by Tom Greene: John Yarema has a set up a cruise to Grosse Pointe, with a trip to the Selfridge Air Museum on April 26th. Indiana S.A.A.C Spring Fling is May 15,16,17.

**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

April

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

**26: SAAC-MCR Spring
Cruise**, Grosse Pointe Farms,
MI.

12-15: Team Shelby Nationals,
Tulsa, OK

15: Eyes on Design Car Show,
Edsel Ford Estate, Grosse Pointe
Shores, MI

15: Motor Muster, Greenfield
Village, Dearborn, MI

May

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

20-22: MCA Mustang Show,
Columbus, OH

July

11: Rolling Sculpture Car Show,
Ann Arbor, MI

June

1: Show 'n Go XXXIII at Ford
World Headquarters (The Show
Part), Dearborn, MI

2: SAAC-MCR Driver's School
(The Go Part), Open Track Event,
Waterford Hills Race Course, Wa-
terfordhills, MI

8: Carnival of Cars, Packard
Proving Grounds, Utica, MI

1,2&3: 50th Celebration Vintage
Race, Waterford Hills Race
Course, Waterford, MI

3: Meadowbrook Concours,
Meadowbrook Hall, Rochester, MI

10: Rockin' Rods Car Show,
Rochester, MI

August



Neon sign at the Michigan Fire House Museum, where the SAAC-MCR Holiday Party took place. The party, organized by Craig Shefferly, was an interesting place to share conversation with fellow club members and enjoy learning about the history of fire fighting in Michigan. Photo by Rich Tweedle

10: Mustang Memories, Green-
mead Park, Livonia, MI

15-17: Northwood SAAC, Road
America, Elkhart Lake, WI

15-17: SAAC 33, Thunderbolt
Raceway, Millbrook, NJ

16: Woodward Dream Cruise,
Pontiac to Ferndale, MI

31: Labor Day Classic SAAC-
MCR Open Track Event, Water-
ford Hills Race Course, Water-
ford, MI

September

5-7: Frankenmuth Auto/Oldies
Fest 2008, Frankenmuth, MI

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