



30
YEARS
1975
2005

Shelby Life

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

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The President's Corner - SAAC-MCR

Text by Tom Greene, photos by Mike Nyberg and Rich Tweedle



2008 SAAC-MCR Holiday Party at the Michigan Fire Fighter's Museum in Ypsilanti, MI. The average age of attendees is "above the median". Do we need to think about attracting younger people to SAAC-MCR?

I gave the subject of this president's corner article considerable thought. Our club maintains a significant focus on things past and things present – by example, the cars, some of which are over 40 years old now, our recent events and things we are in process of doing. A departure from the norm for this site is to momentarily part with the past and devote an article to the future. Our future – the future of the club and how we are going to fare 'down the road'.

We have a terrific club, with great camaraderie and a true sense of family belonging. We have some money in the bank, and by-in-large a truly happy membership. We owe it to ourselves to keep it that way for a long time to come.

To the end of continued club happiness, let me pose (4) things to you to ponder, chew on, contemplate and otherwise think over.

- 1) Our membership. If you take a look at our demographics, we have a pretty high concentration of "us old farts" (anecdotally, how many of you knew that the official name of my race team is GHOF Racing?) Yep, we have Shawn and Jeff & Becca, and a few other young guns, but the significant majority of us are 'above the median'. Are we doing something about making our club more desirable to folks who are ½ my age? If not, then what should we be doing more of, less of, or differently?
- 2) Our leadership: We have terrific leaders in our BOD and those folks are keeping us headed in the right direction with competence, dedication and results – so, if everything is so good (and it is) then now you are asking yourself "Why did Tom

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Labor Day Classic Open Track Event

Text by Mike Nyberg based on an interview with Darius Rudis

Photos by Rob Borruso, Ryan Allen and Mike Nyberg



SAAC-MCR Labor Day Classic Open Track Event Driver's Meeting. All Participants must attend the meeting to review the rules for safe conduct on the track.

The weather on August 31st was perfect for the SAAC-MCR Labor Day Classic open track event. There were 31 cars that participated in the event and 22 were SAAC- MCR members. Sign-in and technical inspection began at 8:00 am. Participants were given a dash plaque displaying a picture of Will Weber's White 1989 Mustang (taken at a previous Roush open track event). John Yarema and Jim Mittle handled the technical inspection of all the cars.

Darius Rudis called a Driver's Meeting at 9:15 am. He reviewed the open track rules for safe driving. He also explained what each flag used by the corner workers meant and how participants should react to them. Darius especially reviewed the emergency procedures for fires, because of the incident from the day before. New participants were assigned instructors at the end of the meeting. Gene Kotlinski, Bill Rowe, and Al Small were the instructors for this event.

Participants got plenty of track time. The 4 run groups were origi-



Good to see Gerald Garascia back at the open track event after his surgery.

nally schedule to have six 20-minute sessions on the track. There were actually eight track session opportunities, due to combining groups starting at 3:30 pm due to attrition.

Lunch was prepared by Will Weber assisted by his wife, Sandy. It was not in the usual location, since the big Waterford Hills Race Track charcoal grill was being utilized in Belle Isle for the Grand Prix. Another grill was available outside the paddock area near the Turn 6 grandstands at the end of the back straight, with picnic tables under some trees.

Rob Borruso brought out his GT40 replica again, but didn't get on the track until very late in the day. He wanted to be alone on the track to get many "marketing photos" to help sell the vehicle to some lucky future owner. Speaking of photos, professional photographer, Edd Mangino, took many photos of participant's cars and posted these very high quality photos which are available for purchase at this URL:

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Membership Report *by Rich Tweedle, Membership Dir.*

SAAC-MCR Membership Status: We have 115 members

Labor Day Classic Open Track Event *(Continued)*



Rob Borruso's beautiful GT40 MK1 that he built and painted.

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<http://web.mac.com/emangino/iWeb/SAAC-MCR/SAAC-MCR%20Photos.html>

There were some other interesting highlights at the event. Rob Renewed showed up for the first time in about 5 years. He didn't drive his own Mustang, instead drove Rob Borruso's MK1 (and was 1 second faster than the owner of the MK1). Gene Kotlinski gave demonstration rides to some rookies in his highly modified 1990 Mustang LX, which they thoroughly enjoyed. Shaun Burgess had a big 4-off with his 1966 Black Mustang. That gave the corner workers "something to do" with the tow truck yanking him out of the runoff at the end of the back straight in Turn 6.

All the participants obeyed the safety rules, which produced an accident free event. They had plenty of opportunity for track time and the weather was perfect. What more could you ask for? See you October 5th for the Harvest Happening event.



Action on the back straight. Left: Greg Cragel in his red 2004 MazdaSpeed Miata MX-5. Right: Al Small instructing a passenger in his 2000 Toyota MR2 Spider.



Labor Day Classic SAAC-MCR open track event participants ready to enter the track.



Ryan Allen enjoying performance driving in his Blue SVT Focus.



Gene Kotlinski gave demonstration rides to some rookies in his highly modified 1990 Mustang LX

Waterford Hills Celebrates 50 Years of Road Racing

Test by Mike Nyberg, photos by Robert Varcoe and Mike Nyberg

Waterford Hills Road Racing Inc. (WHRI), Detroit's one and only road course celebrated its 50th Anniversary August 1-3, 2008. The course, originally created in 1958 as a short one lane dirt track for time trials, has grown to a two lane 1.5 mile paved race track with (13) turns and some elevation changes. The course epitomizes grassroots motor sports offering REAL CARS, REAL PEOPLE, and REAL RACING!

The 50th Anniversary Celebration hosted a full weekend of vintage automobile displays and era specific racing consisting of both vintage and modern race cars! Friday, August 1st began with practice and press touring sessions at the track.

Friday evening there was a car show titled; Scamp Concours in the Park. It was at the Depot Park in downtown Clarkston. The car show features race cars, touring cars and other types of classic cars, which were parked on the grass under large shade trees, next to a small river that exits the Clarkston Mill Pond created by Henry Ford. The proceeds from the event go to SCAMP, a summer camp program for physically and cognitively disabled children, which has grown in 20 years from involving few kids for a boat ride to a six week long program with at least 140 children. The event includes a silent auction of automobile, racing memorabilia and an ice cream social to benefit SCAMP.

Penny and I had our Yellow BOSS 302 in the car show, decorated with period correct Trans Am decals. Ken and Renee Costella had their vintage 1965 Shelby GT350 in the show. It was exciting to hear the sound of several of the race cars that came from the practice sessions and cruised to the car show in the park.

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Tom Greene in his Red 1966 Shelby GT350



Erin Garzaniti in her Caramel Color 1964 289 Cobra CSX7029 followed by Ken Costella in his White 1965 Shelby GT350



Mike Friedlander in his Competition Orange 1970 BOSS 302. This is the BOSS 302 used to illustrate the 1970 boss302 Chassis Modification booklet published by Auto-lite



Ken Costella in his White 1965 Shelby GT350

Waterford Hills Celebrates 50 Years *(Continued)*



Group 5 Starting Grid. From Left to Right: 1966 Red Shelby GT350/Tom Greene, Red Alfa/driver unknown, 1965 White Shelby GT350/Ken Costella, 1962 Blue Volvo/Dick Reynolds, Brand X/driver unknown, 1965 Green Mustang Notchback/John Ruth, 1964 Caramel Color 1964 289 Cobra/Erin Garzaniti and Red Alfa/driver unknown.

(Continued from page 4)

Saturday August 2nd included qualifying and racing from 10am-6pm. Saturday evening there was Racer/Volunteer banquet under a large tent in the Paddock and a champagne toast for the 50th anniversary of the track. Sunday was vintage racing all day long.

Several SAAC-MCR members raced their vintage race cars in the event. Tom Greene raced his 1966 Red Shelby GT350 with help from co-crew chiefs, John Gorys and son Brian. Erin Garzaniti raced her FIA Shelby Cobra continuation car with the support of her husband Dino. Ken Costella raced his 1965 Shelby GT350 supported by his wife Renee and several people after he broke a front spindle the last day of racing.

Many SAAC-MCR members came to the vintage racing event on Sunday. Jim Binder showed up to support Erin's team. Charlie Safley drove to the event in his blue 428 powered FIA Shelby Cobra. Bob Varcoe took many outstanding pictures of the race cars with the assistance of his wife Kathleen.

SAAC-MCR was well represented observing the vintage car racing event including Mike Radonovich, Rick Vander Heide, Phil Jacobs, Steve Hines, Greg & Nancy Cragel and Ed Ludtke. John Yarema and I enjoyed walking around the paddock looking at interesting cars and talking to the owners about unique features and histories of them. We were especially interested in watching the Group 6 races which included under 2.5 liter cars and A/B Production over 2.5 liter cars. This group had all the SAAC-MCR member's cars.

I talked to Mike Friedlander, who was racing the BOSS 302, that was used

to develop the boss302 Chassis Modification booklet. He indicated, "Vintage racing is much different than participating in open track events. In open track you can look far ahead and plan your approach to the curves to have the best line. When you are racing, you have cars all around you and it affects your ability to focus only on the best line."

I think we should take our hats off to the club members who are willing to risk damage to their valuable vintage race cars while experiencing the thrills of racing and providing the spectators with an exciting event.



Left to Right: John Ruth in his 1965 Boxtop Mustang, Dick Reynolds in his 1962 Volvo and Tom Greene in his 1966 Shelby GT350

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

(Continued from page 1)

bring this up?" I brought it up because any organization that does not evolve grows stagnant and in stagnancy comes complacency, and with complacency comes loss of focus, loss of progress and ultimately a loss of harmony and membership. I don't want to see our club become a club that's the subject of conversations like "Remember when SAAC-MCR had a lot of events, and had lots of enthusiastic members – I wonder what happened to that club?" So I challenge our BOD and YOU, the membership, to **concentrate on how we can make things better** – that is, to improve on our already good results.

- 3) Events: We have just had the most successful Show 'n Go in a decade and we have formed a great alliance with the Fairlane, Falcon and Galaxie clubs (thank you, Gary Roys). We have deleted our Fall show. We have a good Winter Swap meet. One thing we can ask ourselves is: **Are we doing the right things, in the right quantity?** The answer to this may well be YES, we are. But **we certainly owe it to ourselves to ask the questions, and to listen carefully to ALL the answers**, and not just to the answers we want to hear.
- 4) The presidency. I have served as president of SAAC-MCR since 1982 (with a nearly 2 year hiatus in the early 90's to take care of a personal matter). So after 26 years, I think it is time for me to step down as president, and to do so for the election coming in December, 2008.

I'm readily available for consult and collaboration as long as we are in Michigan – and after we move to TN to continue to collaborate by Email and phone. I mention this to make public my commitment to ensuring the things I have learned in 26 years will not move to TN with me and evaporate.

Here is my challenge: I challenge each and every one of you members to think about the future presidents of this club – talk with them – pick up the phone and call them, Email them or walk over to where they are and say "Hey, what do you think we should do for a president in 09? Is it you, is it me? If it is, then have them place their name into nomination in November. We will then hold a true election in December with ballots and counting and all the trimming. After our election, we will then announce our new president. It seems that 2008 is a year for important elections, so let's join the US of A in holding our presidential election – but without name calling and discord.

I leave you all with this 4th quarter thought – keep your eyes on the prize – that is, keep looking forward to that which is important to you, and to the club – and then **talk about it with the other members, the BOD and at the meetings**. It is through personal observation that improvements are made.

I thank each and every one of you for all that you have done to support the club. I appreciate ALL of you.

Thanks and God bless.



2008 SAAC-MCR Winter Swap Meet at Gorno Ford Dealership in Woodhaven, MI. Do we need to think about how we can improve this successful event?



2008 SAAC-MCR Show 33 at Ford World Headquarters in Dearborn, MI. This was the most successful show in a decade. How can we improve this event? How can we attract younger people to participate in this event? Should we have more than one show per year?



2008 SAAC-MCR Go 33 Driver's Meeting at the Waterford Hills Race Course in Waterford, MI. The club sponsors three open track events per year at the Waterford Hills Race Course. How can we make these events attractive to more performance driving enthusiasts of all ages?

Early Mustang Rear Shock Mount Alignment Procedure

Text and photos by Steve White

In one of the many times I was underneath the back end of my GT350H, working with the rear shocks lower mount disconnected, I noticed that the natural free angle of the shock, that was controlled by the upper mount, did not align with the lower mount. Such was the case on both sides of the car, although one was worse than the other. This condition is exacerbated when converting to a Versailles rear end, as the lower mount may be in an even different position if aftermarket conversion plates (such as Total Control Products) are used to reposition the lower mount for more clearance to the rear caliper. This caused me to conclude that there might be some unnecessary side load preloading on the shock shaft and seal, making it and the suspension not work as well as possible though its arc of movement while responding to road and handling conditions.

I therefore set about trying to find a way to bend the upper mount so that the shock would fall in natural alignment to the lower mount. Since the rear upper mounts are part of the crossmember on the unibody and of thicker steel than the rest of the unibody, such as the floorboards, I knew I needed to come up with something that would generate some leverage to tweak the upper mount. I ended up with a bar made of a readibolt with enough contact area to bend the area around the mount, not just the immediate mounting hole itself.

Since the hole in the mount for the rubber shock mount is much larger than the shock shaft diameter, I ended up with a large 7/8" readibolt that is the same size as the hole through the cross member itself. Finding that large of a diameter was no easy feat, as this is larger than hardware stores such as Home Depot, etc. carry. I was however able to find some at an old time hydraulics store of all places, while there on a mission for another project. I was then lucky enough to find two very large outer diameter washers that fit on the 7/8" readibolt and were also quite thick so as to not bend but to transfer the bending torque of the bar through them to the crossmember. Several large 7/8" nuts were then the last pieces needed to attach the bar to the upper shock mount. After several trial and error tugs of the lever arm the shock mount was aligned with the lower mount and the shock reinstalled.

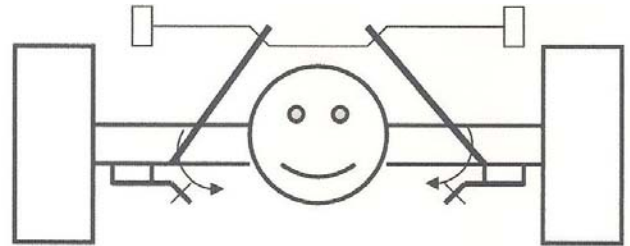
Whether this made a noticeable or measurable improvement in the handling or not is debatable, but it seemed logical to me. Call it my own "unfair advantage".

Parts List

- (1) 7/8" course thread "readibolt" – cut to 16 1/2" long to fit between upper & lower shock mounts with suspension in static loaded position
- (2) 2 1/4" outer diameter 7/8" flat washers, 1/8" – 3/16" thick
- (3) 7/8" course nuts
- (1) Special tool label for future identification



Rear Shock Mount Alignment Tool consisting of a 7/8" readibolt, with two thick large outer diameter washers and three 7/8" nuts. Note: the lower nut is locked in place by a second nut, so it would not rotate as the top nut is tightened.



Rear suspension schematic – bend upper shock mount to align with lower mount.



The Rear Shock Mounting Alignment Tool secured to the rear upper shock mount.

SAAC-MCR South Eastern Michigan Equinox Cruise

Text by John Logan, photos by Mike Nyberg



Thirteen cars lined up in the Meijer's parking lot ready to begin the SAAC-MCR Equinox Cruise

John Logan organized an early fall cruise for SAAC-MCR members on September 21, 2008 (the Equinox). It began in the Meijer's parking lot near Pittsfield, south of Ann Arbor, Michigan. Everyone was there at 10:00 AM and ready to go, but, then Tom Greene got a call from John Yarema. He is on his way from the East side, in his Mustang at 80 MPH. This gave everyone time for to find a rest room and coffee and do some quick shopping at Meijer's.

When we were ready to go, we had thirteen cars and twenty five people lined up for a photo shoot. Ed Ludtke was assigned the job of radio operator and direction reader in John Logan's Tiger and Tom Greene accepted the job of trailing the group with the second radio. After calling Baker's with the final count and approximate arrival time, we were off.

Everything went well until we made a wrong turn and headed for downtown Dexter. To avoid maneuvering through Dexter traffic with a line of cars, we made a "U" turn through a small, outdoor, Farmer's market full of surprised people, where we nearly caused our own traffic jam. When we recovered and turned on to the correct road, the four end cars didn't see us turn and headed down the wrong road. After a few radio calls and cell phone calls we figured out how to join up again but Tim Young managed to run out of gas. He forgot to fill up before we left. The wrong turn was fortuitous because the trip to a gas station was shorter than had we been on the right road. We found a spot to stop for about 20 minutes and had a good time kidding about running out of gas

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Right to Left: John Logan, the cruise organizer and his navigator, Ed Ludtke



Picture at Right: The ladies of SAAC-MCR. They had been talking about how they seem to get to car events early and to all other events late.

SAAC-MCR Equinox Cruise *(Continued)*



The men of SAAC-MCR. They were all looking at Tom Greene's Shelby GT500 engine before they posed for this picture.

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until Tim and the other cars joined us.

The cruise was supposed to go through Milford's Main Street but when we got there Main Street was blocked off for a car show. After some detours we got through and on to Baker's where we all had a great lunch and walked through the car show in their parking lot.

It was a very enjoyable event and we are all looking forward to next year's SAAC-MCR early fall cruise.



Some of the Equinox Cruise participants cars at Baker's Sunday Car Show



More Equinox Cruise participants cars at the Baker's Sunday Car Show



Waiting for Tim Young, who ran out of gas.



Equinox Cruise participants enjoying lunch at Bakers, home of the largest weekly car show in the Midwest.



Equinox Cruise participants, at the other end of the long table, enjoying lunch at Bakers. The conversation, service and food were all excellent.

SN95 Headlight Customization *Test and Photos by Steve White*

How often can you find a customizing tip that costs you “nothing” and can be accomplished in about 5 minutes per side? This particular tip can be done with something that I’d be shocked if it wasn’t in 100% of the toolboxes of anyone reading this article.

The corner marker lights on SN95 Mustangs have a rubber seal between the light and the body (fender). The headlight has no such seal between the light and body (hood). Therefore, when looking at the front of an SN95, the height silhouette of the headlight looks taller than the corner light, and more importantly is the appearance of this height discrepancy at the junction of the corner light and headlight.

This can be easily addressed by taking that black electrical tape out of your toolbox and applying a strip of it to the top of the headlight at the same level as the rubber seal on the corner light. This is especially noticeable on black cars, due to the contrast of the body color to clear headlight, but any color car can benefit from it. As a case in point, the car that this was originally demonstrated on was a metallic red GT.

The creator of this tip is Kern Fischer, who was walking around the paddock at the SVTOA Gingenman event this July talking to each participant and trying to get them interested in a new handicap racing series he created (SATCAR – Formula Street). When he came by our location, being that I was there with my ‘96 SVT Cobra, he shared the tip and showed me how it looked on his wives car. While black vinyl in sun will eventually fade and shrink, it can easily be replaced. On the Fischer’s car, the original tape was still on the car!

I took the hint and applied it to my car. Check out the before and after photos. How often can you get a five-minute freebie?



Above: SN95 headlamp before customizing tip is applied.



Left: SN95 headlamp after the customizing tip is applied.

Walt Berti's Dream Experiences

Text by Mike Nyberg based on an interview of Walt Berti, photo by Walt Berti

Walt had not one, but, two once in a lifetime experiences during the Woodward Dream Cruise week. The first was an opportunity to participate in the Ford Motor Company Global Brand Licensing Office Ride and Drive event at the Dearborn Development Center. Rich Tweedle e-mailed SAAC-MCR members who own BOSS 302's and Mach 1's about the opportunity to participate in the event. Walt was chosen to bring his 1970 Mach 1 to the event.

Ford was looking for someone with a muscle car to give Ford Licensees rides on the Dearborn test track and give them an opportunity to feel the acceleration, excitement and roughness of a muscle car. Many of the licensees were associated with the manufacture of die-cast model replicas of Ford cars and trucks. Many of the licensees had never ridden in a muscle car and were excited to have the experience.

Each session on the track consisted of a driver and two passengers in each car. There were nine sessions on Friday August 15th. Several vehicles lined up with the pace car first, Walt was second and eight new Ford products behind him. They went around the track at speeds determined by the pace car, sometimes as high as 85 mph. The test track was very busy because Ford was testing future products on the same track as the ride and drive sessions. Ford test drivers were, also, giving licensees rides in new Mustangs on an infield road course. Everyone had walkie talkies in their car to help in coordinating activities on the test facility. The event was enjoyable for Walt and all the participants.

The second dream experience for Walt was being selected as a contestant winner for a WOMC ad for Auto Trader Classics advertiser. Auto Trader wanted someone who was very passionate about their classic car. The interview Walt gave was used in a WOMC ad to help get people excited about buying the Auto Trader Classics advertiser. The ad was aired during the Woodward Dream Cruise (WDC) weekend.



Walt Berti with his 1970 Mustang Mach 1 at the August 15, 2008 Ford Motor Company Global Brand Licensing Office Ride and Drive event at the Dearborn Development Center.

Walt was given VIP treatment at the Woodward Dream Cruise, as a result of winning the contest. He was given a secured parking spot on Woodward Ave. at 13 ½ Mile Road. Food available all day and they were given WDC T-shirts and seat cushion for the VIP bleacher seats. Walt said "I didn't break anything or over heat, with no ticket for burn outs as in previous years."

The two 2008 Woodward Dream Cruise weekend experience were truly once in a lifetime experiences.

Ford Motor Company
Global Brand Licensing Office
16800 Executive Plaza Drive
Dearborn, MI 48126

September 5, 2008

Dear Walter,

Here is a token of appreciation for providing your 1970 Mustang Mach 1 for the Ford Motor Company Global Brand Licensing Office Ride & Drive event at the Dearborn Development Center on August 15, 2008. Your willingness to share your time, talent and treasure played a key role in helping to make the event a success and gave our valued licensing partners an opportunity to experience a most exciting part of Ford Motor Company's heritage.

Sincerely,

Patrick Mulligan

14th Annual "Rolling Sculpture Car Show"

Text and photos by Mike Nyberg

The Rolling Sculpture Car Show in Ann Arbor is the second Friday in July, each year. This year it was on July 11th. My wife and I traveled to the event with friends in a pair of Corvettes. We arrived near the center of town about 20 minutes before we were allowed to enter the car show area. We received a dash plaque and a ticket for a goody bag. We were allowed to enter at 2:00 pm and were directed to a beautiful spot on Main Street. We were under some very large shade trees which helped keep us cool, while we sat near our cars and people watched. Bill Crispin Chevrolet and the Main Street Area Association, in cooperation with the City of Ann Arbor Parks Department, and the Downtown Development Authority block off Main from William to Huron; Liberty from Ashley to Fifth; Washington from Ashley to Fifth and Fourth from Liberty to Washington for the car show. This top-quality show features more than 400 exotic, antique, classic, and concept cars.

At 306 S. Main Ford had three concept cars: The Verve and Explorer America, from this year's Detroit show, and the Shelby Cobra concept that appeared in 2004. The most interesting Ford concept car was the Verve, which will be the bases for the Fiesta. Ford plans to sell the Fiesta in the US in 2010.

SAAC-MRC club members Erin Garzaniti and Jim & Wendy Binder didn't bring a car to the show, but, enjoyed looking at the cars and talking to people at the show. I toured the show and saw some other club members who had a car in the show. Kathy Betki had her Sunbeam Alpine Convertible on display. Kathy's Sunbeam Alpine Series I was actually built in 1959, probably late in the year. It was sold probably early in 1960. Back in that part of history the date on the title was the year the car was sold, not the year it was built. So the date on the title is 1960, even though it was built in '59. It is the first in the Series of V, which just happens to have the smallest engine-1494cc. There are lawn tractors with bigger engines than what this thing is fitted with. It was considered a luxury sports car in its' day, because it had roll up windows! Most of the English stuff at that time had side curtains that you had to install if you wanted any wind/rain protection. Not the Alpine, it had roll up windows, so that meant you were cruising in style. The Alpine was also James Bonds first car in his movie Dr. No. The Aston Martin came later in Goldfinger.

I, also, saw Randy Burns with his 1968 Shelby GT350 Convertible. He wanted me to meet the new addition to his family. He introduced me to his wife Patty and their 3 month old daughter, Brook Sophia (the new addition). He said he wanted to name her Shelby, but, his wife said no! Randy said "he liked the show due to the mix of vehicles, from the early 1900's to the Shelby concept and the new Challenger. It is nice

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Left to Right: Wendy & Jim Binder and Erin Garzaniti didn't bring their cars to the show, but, enjoyed viewing other people's cars and talking with participants.



Kathy Betki (left) and Penny Nyberg (right) in front of Mike and Penny Nyberg's 1970 BOSS 302



James Giovanni's (friend of Randy Betki) Red GT40 replica has been in the Meadowbrook Concours d'elegance three times. A few weeks after this photo was taken the car caught fire and burned beyond repair.

Rolling Sculpture

(Continued)

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to have dinner and enjoy all the vehicles in one spot.” Randy Betki had a friend, James Giovanni, who parked his Red small block Ford GT40 near Kathy's Sunbeam. Half of the car is original GT40 parts and the remainder is ERA. The car is so well done it has been invited to the Meadow Brook Concours d' Elegance three times. A 1965 Shelby Daytona coupe was parked next to the GT40 and was owned by Kim Wilkinson. It was a Factory Five Racing replica. It took Kim three years to build and he incorporated several of his own fabricated improvements during the process. The paint job looked excellent and Kim said, “It was done by Maco,” I couldn't believe it.

The car show draws a large crowd to Ann Arbor. Of course it helps that the weather was beautiful and people can eat dinner at several nice restaurants that provide sidewalk dining. We packed up our cooler and chairs and left the show at 10:00pm. On the way home we commented about how enjoyable the show was and are looking forward to participating again next year.



Kathy Berki next to her 1960 Sunbeam Alpine Series I. The 1494cc engine powered what was considered a luxury sports car in its day, because it had roll up windows.



My favorite car at the show, a Shelby Daytona Coupe built by Kim Wilkinson. It took three years to build the Factory Five replica. The excellent paint job was by Macco!



Randy Burns next to his Blue 1968 Shelby GT350 Convertible.



Patty and Randy Burns were very proud of their new addition, three month old Brook Sophia

SVTOA Open Track Event at GingerMan

Text and photos by John Yarema

The SVTOA open track event on July 12th and 13th at GingerMan began kind of wet. The rain was pouring down so hard, Saturday morning; it was like being in the shower. I got soaked just pulling the car off the trailer. The car was so wet the numbers wouldn't stick to the windows.

The drivers' meeting was run by Dell Hughes, SVTOA's Regional Director. You could see how happy everyone was to see each other again. Dell introduced us to our sponsors MRT and Team Shelby. Scott Hoag, from MRT, was our lead instructor.

The track opened at 9:30am, but, we still had some light rain. I was one of the first persons to get in line for the first track session and I was the first to drive off the track in Turn 6. I wasn't going fast. The back end started coming around and there was nothing I could do to stop it. The grass was so wet that my street tires would not get me back onto the track. The corner worker had to give me a push. I drove back in and sat out the rest of that session.

Red group went out next and I watched as very skillful drivers tried to drive in the wet weather. Bill Rowe did a wonderful job bringing his car to almost a complete stop without driving off the track at Turn 1. Back in the paddock, Gene Kotlinski opened his hood after the rain had stopped. We were all surprised as what looked to be several gallons of water came pouring out of the vinyl chip protector (bra), soaking the whole engine compartment.

By the second session the rain had stopped and the track was drying up. I was still driving on the street tires and now doing well. There were only a few puddles in the driving lane so at the break before lunch I changed to the Kumho 710's

Team Shelby sold rides in a new GT500KR to raise money for charity. The car was VERY FAST! I chased them, but wasn't able to keep up after one half of a lap. They raised \$500 for the St. Jude's Children's Hospital, thanks to all the participants.

After lunch I got into the rhythm of the track. I would pick a car that was going at a good pace, and I could follow and stay with it. Some cars were just out right faster and there was nothing I could do to keep up. But, others were fun to chase after.

Steve White was a big help to me in the paddock with setting up my tires. He let me use his tire temperature gun to set my best tire pressure. I had the feeling my tires were getting thin in the middle and I ran them just slightly cooler in the center to try and make them last longer. By the end of the first day I felt pretty good about my driving and left the car and trailer at the track.

The next morning I arrived at 8:10 am and checked out the car before the driver's meeting. We started earlier Sunday, but, had a

(Continued on page 15)



SAAC-MCR members at the SVTOA/GingerMan open track event. Left to Right kneeling: John Yarema, Steve White and Tom Connelly. Left to Right standing: Bill Rowe and Gene Kotlinski.



Left to Right standing next to their cars: John Yarema, Steve White and Tom Connelly. Where did Bill Rowe go? Ho, there he is below.



Bill Rowe next to his Red 1990 Mustang LX track car.

SVTOA at GingerMan

(Continued)

(Continued from page 14)

quiet time from 10 to noon, so we wouldn't disturb the local church. I used this time to get the guys from SAAC-MCR together for a photo by the SVTOA photographer. This is also when I checked out the field of cars present. There was about 4 or 5 of those 2000ish SVT Mustangs with the big wing and no back seat, 3 or so Lightning pickups, a few race cars, a couple of Focus's, some Fox Bodied Mustangs and an assortment of others. Dell said they were down in attendance by 50%, compared to last year.

I thought I would take advantage of the instructors, as the day went on. I asked Gene Kotlinski to take me out in his car and show me how it's done. Gene has a Fox Body with lots of modifications. The car sticks like glue and Gene really can drive it. We did 10 laps at 1:40 for the 2.4 mile course with 2 people in the car. I told Gene I would try going deeper in the corners to increase my exit speed and change my line some, but, I was having trouble getting the car to stick like his.

The end of the day was drawing near. After 3:30 they changed the sessions to 30 minutes long. I drove that session start to finish and when I came in I saw that I had worn through all the rubber on 3 of my tires. The left front looked like it only had rubber on the sides.

The SVTOA Open Track event at GingerMan was a great opportunity to meet Mustang enthusiasts and learn how to improve driving skills. What a cool week end!



John Yarema next to his Dark Gray 1965 Mustang.



Steve White next to his Black 1996 Mustang SVT Cobra. What is John doing in the picture?



John Yarema in action on the GingerMan track.



Tom Connolly next to is Red 2001 Mustang.

Roush Performance Products Facility Tour

Text and photos by Mike Nyberg

SAAC-MCR member Bob Grant and I had an opportunity to tour the Roush Performance Products Facility. We met other people waiting to go on the tour at the Roush Automotive Collection building on Market Street and were picked up in a shuttle van. They delivered us to the Roush Performance Products Facility on Plymouth Road, between Middlebelt and Inkster Roads.

The facility has a very interesting history. In 1948, General Motors constructed their Hydra-Matic Transmission Plant on the site in Livonia, MI. It was also the only source of Hydra-Matic transmissions for General Motors car and truck lines, as well as those of several other manufacturers.

On August 12, 1953, the factory burned to the ground. At the time, it was considered the costliest industrial fire in American history and is still ranked as the worst in dollar loss in the history of the auto industry. The Facility was rebuilt and opened in 1954 as a Fisher Body plant and then later occupied by various GM divisions. The facility was sold to Peregrine Inc in 1996. In June 1999, New York based Industrial Development Firm Ashley Capital purchased the building. The building has been renovated to make it a functional industrial facility that can accommodate a variety of tenants. The entire building is about 1.2 Million Sq. Ft. and Roush occupies about 516,000 Sq Ft. The remaining area is occupied by 6 other companies.

Roush's warehouse space is roughly 25,000 Sq. Ft. and they ship about 3,000-3,500 packages of Roush performance products per month.

All of the Roush F-150's are built in this Facility. The facility produce the Roush F-150 Sport, 500RC, Stage 1, 2 and 3, and for the last 2 years we have built a limited number of 100 Nitemare F-150's and in 2007 they worked with KTM and built a KTM Edition. We saw a blue with yellow stripe Irwin Industrial Tool F-150 that was a Stage 3 F-150. This is the 2nd year Roush has worked with Irwin to build a Grand Prize truck for their Ultimate Tradesman Challenge.

Roush Mustangs built at the facility include; Mustang Sport, Stage 1, 2 & 3, Stage 3 Blackjack, 427R, 427R Trak Pak, Mustang Roadster and Mustang Drag Pak. In 2008, a limited run of (200) 428R's and (100) Speedsters were built. Roush just introduced the limited edition RTC (ROUSH Touring Coupe) for 2009 and the run will be (200) units. Roush produced (100) Blackjacks in 2007 and 2008 and (151) P-51a's in 2008.

The facility paints all the exterior parts that are used to modify the exterior styling of the Roush Mustangs and F-150's. The painted

(Continued on page 17)



Bob Grant standing next to a Roush P-51 Mustang. Roush make 151 copies of the P-51 in 2008.



August 12, 1953 the GM Hydra-Matic plant, built in 1948 on the location of the current Roush Performance Products Facility, burnt to the ground. The fire was considered the costliest industrial fire in American history

Roush Tour

(Continued)

(Continued from page 16)

components are installed on the vehicles they modify. Roush also sells the painted parts for after market retail sales.

We saw a GT40 drive through the facility. It was a Superformance GT-40 Replica MKI. The Roush engine group has worked very closely with Superformance to make the best and most reliable engines for all the Shelby Replica vehicles.

We went by the lot where Mustangs were parked, waiting to be modified into Roush Mustangs, as we returned to the Roush Automotive Collection site. Everyone in the van was choosing the color of the Roush Mustang they wished they had. Everyone enjoyed the Roush Performance Products Facility tour.



Area where stock Mustangs are modified into Roush Mustangs



This is the truck Roush builds for Irwin Tools, that is the Grand Prize in Ultimate Tradesman Challenge



Roush produced (100) Blackjacks in 2007 and 2008



The Roush Engine Group has worked very closely with Superformance to make the best and most reliable engines their replica, like this GT40 MKI that drove through the facility when we were on the tour.

Roush produces several types of performance products, including the superchargers pictured at the right. They ship 3,000 to 3,500 performance products of the facility each month.



SAAC 33—Thunderbolt Raceway, Millville, NJ

Has the dust really settled yet?

Text and photos by Jeff Burgy

SAAC 33 was a new adventure for SAAC, Team Shelby, and the New Jersey Motorsports Park. Fortunately for Shelby enthusiasts everywhere, there was a settlement reached between SAAC and Carroll Shelby Licensing, which meant that SAAC members and Team Shelby members alike participated in the events at SAAC 33. While the dust had nearly settled on the SAAC vs. CSL issue, it was clear that the dust had not yet quite settled at the brand new New Jersey Motorsports Park (NJMSP).

SAAC 33 was one of the first events to take place at NJMSP. It is a great venue, with two road courses, one named "Lightning", at 1.9 miles in length with 10 turns and a 20-acre paddock. The larger course, named Thunderbolt is 2.25 miles long with 14 turns and a 40-acre paddock area. SAAC used the larger Thunderbolt course for our event. The track surface was finished, and some of the concession buildings were up and in use, but the grandstands and landscaping were far from complete. There was plenty of space in the pits, and the VIP garage suites were really cool. Each one had its own facilities, plus a balcony overlooking the front straight – you couldn't get much closer to the action than that.

There were three car shows at SAAC 33, the traditional SAAC Concours, the High-Performance Motors Show for vintage Shelys, and the Shine n' Show for modified cars, late models, and non-Shelbys. Participants in the HPM and Sn'S were each given a cast medallion commemorating the event as a "thank you" for showing their cars. This was the third year for the medallions, and they have become quite popular, and will likely become collectors items in the future.

As usual, plenty of race gas was consumed on the track with high-spirited driving in many kinds of cars. The swap meet featured parts for old and new cars, with displays by Shelby, ERA, Legendary Motorcars, Heacock Classic Car Insurance, and a host of others. A number of local SAAC-MCR members are responsible for helping out at the SAAC national conventions. Ken Costella helps out with the registration of all of the vintage race cars, John and Trish Guyer are always there to help Joyce Yates and Paul Zimmons with the Concours, and Craig and Bonnie Shefferly lent me a helping hand at the High Performance Motors and Shine n' Show events.

At the dinner banquet, we were treated to a talk about the "late" days of Shelby American by a couple guys who worked at AO Smith, in Ionia, MI, where the 68-70 Shelby Mustangs were built. Ken Ferguson and James Letts gave an insight to the operations at AO Smith company that many of us had never heard before. Check out: http://www2.enter.net/photoalbum/index.pl?action=index_main&username=timetravelers for some interesting photos of the build process for some of the late Shelys. Letts and Ferguson were intrigued that there was so much interest in the cars, some forty years after they were built.

(Continued on page 19)



An engine display from the Swapmeet – fire'em up right there!



Winner of "Most Unique" – Don Wells' interpretation of an antique Shelby wagon



NASCAR clone racer for the street

SAAC 33 (Continued)

(Continued from page 18)

Rick Kopec made an announcement that SAAC was going to try something new next year for SAAC 34, which was to have it again in August, and again at New Jersey Motorsports Track. In the past the club has normally used the fourth of July weekend for a convention date. A number of members have complained about missing family activities that holiday weekend, but, the club has maintained that has usually been easier to negotiate large room blocks at hotels on the holiday weekend. Looks like they are going to go for the middle of August, which is a problem for West Coast enthusiasts (Monterey Historics and Pebble Beach), and a problem for folks in Michigan, too (Dream Cruise weekend). Rick indicated that the club was trying to negotiate a multi-year contract with NJMP, in order to lock-in some future track dates. The club has traditionally moved to different tracks around the country, which fun for participants, who got to see and drive on different tracks. It is a logistical nightmare, however, for the club members who are working the event, as they are constantly moving to a new, unknown facility, that they have no familiarity with. Having the event in the same location several years in a row should make it easier to set up each year, and will benefit participants in terms of getting to know the track, the facilities, and the restaurants, attractions, and hotel accommodations near the site. Each approach (moving around or returning to the same place) has its pluses and minuses. With the increased cost and difficulty getting good track facilities, the club's Board decided it was probably a good time to try it this way for a while. If a majority of club members don't like the plan, then the club will have an opportunity to go back to the way they used to do it.

Ken Eber made an announcement of his plans to retire from the operating board of SAAC. He announced that his step-daughter, Marisa Carson, will take his place. Several new Directors were appointed to SAAC's BOD and announced at SAAC 33. Other new Board members include: Ron Richards, hard core Cobra enthusiast, web guru, and Kirkham roadster owner; Jay Talbot, SAAC website creator and administrator; Curt Vogt, owner of Cobra Automotive and hard-charging GT-350 racer; and Dave Winkler, Shelby enthusiast, tattoo artist, new Ford GT owner. The club is making a concerted effort to get some new blood and fresh ideas into the mix.

Other than the extra dirt kicked up on unfinished landscaping, I'd say SAAC 33 was a roaring success. Next year, the grass and bleachers should all be in place. I look forward to seeing you all there at SAAC 34!

Here are the results of the car shows and Vintage Races:

SAAC-33 CONCOURS WINNERS

DIVISION 1 - ORIGINAL/NOS

Gold - '70 Boss 429 - Gino Lucci, Staten Island, NY

(Continued on page 20)



A unique clone GT500 – the actual car used in the “I Am Legend” movie (built out of a Mustang GT before the GT500 was officially released)



Gino Lucci's UNRESTORED Hertz car (this car was at SOA I and II in the 70's!) (this car also was used at the NY Auto Show for the new GT350H intro)

Gino Lucci of PCE brought five cars to the Convention



427 “street” Cobra entry in Concours – CSX 3165

SAAC 33 (Continued)

(Continued from page 19)

DIVISION II - NON-NOS

Gold - '65 GT350 - Mark Holecheck, Pylesville, MD

Gold - '66 GT350 - Richard Nash, Frankenmuth, MI

Gold - '66 GT350 - Howard Bowers, Bloomingdale, OH

Gold - '67 GT350 - Richard Gray, Annapolis, MD

Gold - '68 GT500KR - Pete Disher, Marshall, WI

Gold - '70 GT500 - Tom Lampron, Wilbraham, MA

Gold - '69 GT500 - Fred & Gary Gimbel, Fawn Grove, PA

Gold - '69 Boss 429 - Bernie Hamilton, Manassas, VA

Gold - '70 Boss 351 - Michael Lupton, Wilson, NC

Silver - '65 GT350 - Jan Sochurek, Ellicott City, MD

Silver - '68 GT500 - Ted Freund, Remsenburg, NY

Silver - '68 GT500 - Robert Heaton, Seekonk, MA

Silver - '68 GT500KR - Roger Staib, Perrineville, NJ

Silver - '70 GT500 - Buddy Reed, Wilmington, DE

Silver - '69 Boss 429 - Sean Garrity, Tinton Falls, NJ

Bronze - '68 GT500 - David Schadoff, Wantagh, NY

SAAC-33 CONCOURS WINNERS – cont'd

DIVISION III – UNRESTORED

Chairman's Choice - '66 GT350 - Gino Lucci, Staten Island, NY

Chairman's Choice - '70 GT500 - John Bragale,

SAAC-33 HI-PERFORMANCE MOTORS WINNERS

Lew Spencer Award/289 Cobra – Paul Facella, Rockville Center, NY

Lew Spencer Award/427 Cobra – Jay Bentley, Woodstock, CT

Lew Spencer Award/1965 Shelby – Jim Lange, Ahwatukee, AZ

Lew Spencer Award/1966 Shelby – Dennis Maull, Milford, DE

(Continued on page 21)



427 “street” Cobra entry in Concours – CSX 3165



A family affair – members of the Maull family, of Milford, DE (1966 Shelby Lew Spencer award winner – High Performance Motors)



More family – the Liwush family of Brewster, NY – all helped in construction (Meanest Mustang award in Shine n'Show)



SAAC 33 (Continued)

(Continued from page 20)

Lew Spencer Award/1967 Shelby – Dominic Ciliberto, Collegeville, PA

Lew Spencer Award/1968 Shelby – Bob Johnson, Kingsville, MD

Lew Spencer Award/1969-70 Shelby – Bruce Kafenbaum, Great Neck, NY

Lew Spencer Award/Sunbeam Tiger – Mark Petri, Mt. Royal, NJ

Lew Spencer Award/Boss Mustang – Dave Birchmire, Pennsville, NJ

SAAC-33 SHINE 'N SHOW WINNERS

Meanest Looking Cobra – Russ Mattox, Swedesboro, NJ – Injected E/M Cobra Replica

Meanest Looking Shelby – Barry Leonard, Stroudsburg, PA – '08 Shelby Super Snake

Meanest Looking Mustang – Andy Liwush, Webster, NY – Super-charged '67 Mustang

Fastest Appearing Cobra Replica – M. Elliott, CT – ERA 427 Cobra Replica

Nastiest Car of SAAC-33 – Bill Heim, Alexandria, VA – '07 Shelby CS-6

Most Likely To Attract Law Enforcement Attention – J. Bowen, Philadelphia, PA – '72 DeTomaso Pantera

Highest Profile – Lisa Sams, Darlington, MD – '91 Mustang GA Patrol Cruiser

Most Likely To Give Small Children Nightmares – Joe Grippo, Elverston, PA – '70 Mustang Drag Car

Most Unique Car of the Show – Don Wells, Hyde Park, NY – 1820 Cobra Race Wagon

Sleeper Award – Most Understated – Tom Jedic, Rahway, NJ – '69 Cougar Eliminator

200 MPH Award (Potential – Not Observed) – John Olesuk, Farmingville, NY – '06 Roush Stage-2 Mustang

SAAC 33 RACE RESULTS

VINTAGE RACE RESULTS - Race 1 (Shelby, Cobra, GT)

- 1 – #530 – Curt Vogt, Wallingford, CT – '66 GT350
- 2 – #213 – Doug Richmond, Newark, DE – '66 GT350
- 3 – #31 – Jerry Streickert, Reading, MA – CSX4000
- 4 – #75 – Robert Andersson, Parkton, MD – 427 Cobra
- 5 – #3 – Scotty Hackenson, Trumbull, CT – '67 Mustang trans-Am
- 6 – #65 – Gilbert Grable, Herford, NC – '65 Tiger
- 7 – #550 – Chad Cropper, Montoursville, PA – '66 GT350
- 8 – #80 – Ted Andersson, Parkton, MD – GT40 MK V
- 9 – #159 – Mike Cavanaugh, Cincinnati, OH – '65 GT350
- 10 – #540 – John Cropper, Montoursville, PA – '65 GT350
- 11 – #61 – Bernie Kretschmar, Huntington Beach, CA – '65 Mustang FB
- 12 – #72 – Larry Corda, Wellesley, MA – '66 GT350
- 13 – #043 – Harvey Gordon, Sharon, MA – '66 GT350

Did Not Finish

- #111 – Ross Myers, Perkiomenville, PA – '65 Mustang Trans-Am
- #16 – Terry Bookheimer, Worcester, PA – '69 Boss 302
- #45 – Ken Costella, Taylor, MI – '66 GT350
- #1 – John Barnes, Ballston Spa, NY – '69 Boss 302
- #194 – Brian Kennedy, Cannon Falls, MN – '66 GT350
- #81 – Joel Lipperini, Montoursville, PA – All Pro Daytona Coupe

Did Not Start

- #5 – Jon Carey, Auburndale, MA – '66 GT350
- #11 – Chris Liebenberg, Schwenksville, PA – '69 Boss 302
- #51 – Ken Arters, Chester Springs, PA – AC Cobra
- #84 – Joe Volpe, Buena, NJ – '65 Mustang notchback
- #94 – Benny Sorbello, Woodstown, NJ – '65 Mustang fastback
- #174 – Bob Aliberto, Rhinebeck, NY – '65 GT350
- #315 – Scotty Hackenson, Hanover, PA – '68 Mustang Trans-Am

VINTAGE RACE RESULTS - Race 2 (Mustang)

- 1 – #115 – Doug Richmond, Newark, DR – Roush Mustang T/A
- 2 – #15 – Chris Liebenberg, Schwenksville, PA – Roush Mustang T/A
- 3 – #711 – Ross Myers, Perkiomenville, PA – Roush Capri T/A
- 4 – #53 – Mike Morris, Brooks, GA – Mustang LX

Did Not Finish

- #7 – entrant unknown

Did Not Start

- #46 – Dave Cavanaugh, Cincinnati, OH – '80 Mustang
- #81 – Joel Lipperini, Montoursville, PA – Mach I

SAAC-MCR 2008 August Summary Financial Report

by Craig Shefferly

	Aug-08			Aug. 2008 Year to Date			Aug. 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				\$2,100.00	\$8.43		\$2,180.00		
A. Newsletter				\$50.00	\$785.23			\$751.19	
B. Hot Line Phone								\$21.78	
C. Calendar									
D. Membership Cards									
E. Mailing Newsletters									
and calendars to									
Late Members									
F. Club Insurance					\$1,596.00			\$1,165.84	
Sub Total	\$0.00	\$0.00	\$0.00	\$2,150.00	\$2,389.66	(\$239.66)	\$2,180.00	\$1,938.81	\$241.19
2. Monthly Meeting Food		\$157.00	(\$157.00)	\$31.00	\$1,072.48	(\$1,041.48)		\$1,311.80	(\$1,311.80)
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				\$2,193.00	\$619.28	\$1,573.72	\$1,711.00	\$361.46	\$1,349.54
B. Show 33				\$8,145.00	\$2,613.49	\$5,531.51	\$4,066.00	\$3,421.94	\$644.06
C. Go 33				\$3,453.48	\$3,838.20	(\$384.72)	\$3,550.34	\$3,638.48	(\$88.14)
D. GingerMan									
E. Labor Day Classic									
F. Harvest Happening							\$3.00		\$3.00
6. Club Jackets				\$230.00		\$230.00	\$140.00	\$422.18	(\$282.18)
7. Club Pins & Patches				\$3.00		\$3.00	\$35.00		\$35.00
8. Club Golf Shirts				\$60.00	\$78.00	(\$18.00)	\$240.00	\$312.00	(\$72.00)
9. T-shirts Shirts				\$280.00	\$255.93	\$24.07	\$162.00		\$162.00
10. Argentine Family Gift					\$167.00	(\$167.00)		\$5.00	(\$5.00)
11. DVD Recorder								\$25.64	(\$25.64)
Totals	\$0.00	\$157.00	(\$157.00)	\$17,665.48	\$12,565.09	\$5,100.39	\$13,727.34	\$13,583.51	\$143.83
Beginning Cash on Hand			\$10,340.72			\$5,083.33			\$4,407.34
Ending Cash on Hand		CK.Book	\$10,183.72 10,163.72			\$10,183.72			\$4,551.17

Mustang Production Plant History by Steve White

<u>Assembly Plant</u>	1965-66 1st Gen	1967-68 2nd Gen	1969-70 3rd Gen	1971 4th Gen	1972-73 4th Gen	1974 Must. II	1975 Must. II	1976-78 Must. II
Dearborn	X	X	X	X	X	X	X	X
San Jose	X	X	X			X	X	X
Metuchen	X	X	X	X			X	
Flat Rock								



SAAC-MCR Abridged Meeting Minutes *by Kurt Fredrickson*

July 10, 2008

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

Financial Report: **Craig Shefferly** indicated the club has approximately \$10,600 cash on hand.

Editor's Report: **Mike Nyberg** distributed the new newsletter, just printed. He thanked all the people who contributed to latest issue of the newsletter.

Show Dir: **Jim Binder** **Jim** thanked by name to those that helped make this year's Show & GO a GREAT success and how without all those volunteers working to promote the Shelby Club all this couldn't be accomplished.

Membership Dir: **Rich Tweedle**, indicated we have 115 paid club members

Vice President's Report: **Randy Betki** talked about his trip to Colorado and tour of the Gateway Museum. He was stunned by how great it was.

New Vehicle Report: **Kurt and Mary Ann Fredrickson** bought a new Pontiac G6. **Jim and Wendy Binder** bought an H3 Hummer. Both were lured to the "Dark Side" by the 0% Financing Offer.

August 7, 2008

Meeting was called to order at by **Steve White** at 8:02 p.m.

New Faces: **ony Tocco and Carl & Kathy Galietti**.

Competition Dir: **Darius Rudis** told of the next event on August 31st.

Financial Report: **Craig Shefferly** indicated the club has approximately \$10,340 cash on hand.

Editor's Report: **Mike Nyberg** reviewed the proposed article for the next issue of Shelby Life.

Show Dir: **Jim Binder** indicated there are no current shows in the works.

Membership Dir: **Rich Tweedle** not available, but reported 118 paid members.

This & That: **John Logan** is setting up a Cruise for September 21st. **Erin Garzaniti** talked about the events of the Vintage Race at the 50th Anniversary of the Waterford Hills Race Course and **Tom Greene's** many unfortunate mishaps. **Steve White** took his '66 Shelby that was hit hard at a track event, to **Mroz Mustang** and is having the body re-fabricated like new. **Mroz Mustang** is located near **Thompson Automotive** and does really great work. He has been very pleased so far.

September 4, 2008

Meeting was called to order at by **Tom Greene** at 8:00 p.m. We were pleased to have 34 people in attendance. What a great turnout!

New Faces: **Will Webber**, who is known as the Shelby Club's Track Cook.

Competition Dir: **Darius Rudis**, indicated 31 drives participated in the Labor Day Classic open track event. The event was well organized and ran smoothly.

Financial Report: **Craig Shefferly** indicated the club has approximately \$10,200 cash on hand.

Editor's Report: **Mike Nyberg** reviewed the status of the proposed article for the next issue of Shelby Life.

National News: **Jeff Burgy** reviewed highlights of the 33rd Annual SAAC Convention that took place in Millville, NJ, at the newly paved Jersey Motor Sports Track. He brought a copy of the Worldwide Cobra Registry that was just published prior to SAAC National and is available for purchase. He, also, indicated the new Shelby Registry will be published shortly.

Show Dir: **Jim Binder** indicated he is sending thank you letters to vendors who contributed to the success of SAAC-MCR Show 33.

Club Website: **Dean Ricci**, **Dean** continues to do a great job keeping our website fresh and interesting, thanks **Dean**!

Membership Dir: **Rich Tweedle** indicated we have 115 paid club members

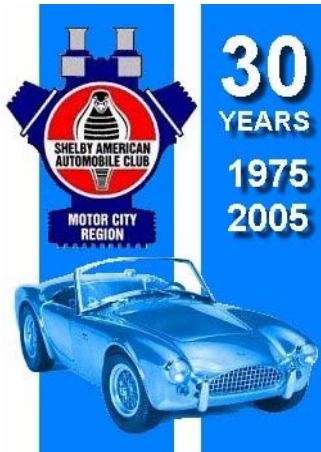
Advertising Dir: **Mike Riemenschneider** said the recently advertising of club events was very effective, and with a modest budget.

Tech Talk: Power steering system problems on a '66 Mustang were discussed and the group consensus was that it was a pump issue. **Bud Koss** talked about a 2-piece oil pan that will replace your 7.3 diesel oil pan that is prone to rusting and leaking. He said this can save you over 12 hours of labor for installation. There was a discussion about which motor oils have enough ZDDP additive for engines with solid lifter cams.

New Vehicle Report: **Tom Greene** has a new Lincoln MKS and **Mike Elwood** bought a 2009 Escape.

Assembly Plant	1979-80 Fox	1981-93 Fox	1994-98 SN95	1999- 2004 Fox-4	2005-08 S197	Mustang Production Plant History (Continued)
-						
Dearborn	X	X	X	X		
San Jose	X					
Metuchen						
Flat Rock					X	

**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

2008 Events Calendar

October

5: Harvest Happening SAAC-MCR Open Track Event, Waterford Hills Race Course, Waterford, MI

5: Cars on Campus, Washtenaw Community College, Ann Arbor, MI

11: Fall Color Tour and Chili – at John and Trish's Autodrome in Lake, MI

11-12: Tennessee Valley Mustang/Ford Show, Pigeon Forge, TN

18: 20th Anniversary Car Show, Panama City, FL

25: Mustang Roundup, Museum of Science & Industry, Tampa, FL

31-Nov. 2: Kruse Auction, Auburn, IN



John Ruth's 1965 Mustang is on the left, Tom Greene's 1966 Shelby GT350 is on the right, both cars are on the back straight at the Waterford Hills Race Course. Who is pointed in the correct direction?

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