



Shelby Life

Shelby American Automobile Club – Motor City Region

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The President's Corner

Text by Steve White, Photo by Mike Nyberg



John Yarema found this gently used trailer, at a reasonable price, to replace the one stolen earlier this year.

WOW! It's hard to believe but the summer has just flown by! We purposely don't have any club specific events in the summer, so that members can take advantage of all the other general automotive enthusiast events that dot the landscape. However, we do have a number of fall events planned, and before you know it we'll be having our Holiday party! Whew!!

One unplanned event, one we wished didn't happen, was the theft of our club trailer in late June. This is the second trailer we've lost in 10 years, both from (different) secured lots. Fortunately, we learned some of our lesson on the first one and the second trailer actually had insurance, although contents insurance was cost prohibitive. We've settled amicably with the insurance company, and will soon have a replacement trailer that John Yarema was able to find an EXCELLENT deal on. One of the items that we didn't learn our lesson well enough, even though there was a warning shot about six months earlier with an attempted theft then, was security. Needless to say, the next trailer will have improved security devices, and multiple levels of security, to make it very hard for anyone and hopefully deter them into just giving up and going for an easier prey. A new storage location/method will also be required. Since we will have to recompile the various items we had in the contents of the trailer, it would be good if we could spread this

chore over several people to lessen the load & enable it to get done in parallel, so we may be asking for volunteers so the Board of Directors won't have to do it all.

We've weathered the tough economic times in Michigan so far. Some events were down in participants, and membership levels were down slightly over previous years (probably due to those who become members to take advantage of discounted open track registration fees, who for economic reasons couldn't participate in track events this year – which we had to raise cost slightly to remain solvent). Some members are still struggling to survive with their employers closing or going through temporary shutdowns. In spite of all the struggles, we still go on and grow. Jeff and Becca Seaman welcomed their second child in August – Jordan Marcella. In some cases, members move on – Rick Vander Heide is relocating to New Orleans for work related reasons – at least we'll have a place to stay during Mardi Gras! And least we not forget, that Tom and Phyllis are in the final stages of moving to Case Maximus in Tennessee (conveniently located on the outskirts of the Dragons Tail!).

It's not too early to start thinking about elections and the Holiday Party location. Nomination for

(Continued on page 14)

Inside this issue:

| | |
|----------------------|------|
| Labor Day Classic | 2 |
| Rolling Sculpture | 5 |
| EFI Component Sizing | 6 |
| Side Exhaust Project | 8 |
| SAAC 34 | 9 |
| Harvest Happening | 13 |
| Financial Report | 14 |
| Meeting Minutes | 15 |
| Events Calendar | Last |

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Labor Day Classic, Fantasy Trans-Am Session

Text by Mike Nyberg and Photos by Darius Rudis, Phil Jacobs, Rich Tweedle & Jim Franks



All the cars that participated in the Fantasy Trans-Am session during the Labor Day Classic open track event at Waterford Hills Raceway.

The weather on Sunday, September 6, 2009 turned to be perfect for the Labor Day Classic. It was a bit foggy in the morning, but cleared by the first session. Twenty nine people registered and participated in the event. Tech inspection began about 8:30am. The first open track session began at 10:00 am after the 9:30 am Driver's Meeting.

I was not able to pass tech inspection. I had no brake lights. I had promoted John Yarema's original idea to have a Fantasy Trans-Am session and I had sixteen relatives and friends coming to watch the event. Needless to say, I was embarrassed.

Several club members saw I was in trouble and began to offer help.

Tim Young, the club electrical "Einstein" came to the rescue with his triage bag of electrical diagnostic tools. He determined I had a short in the steering column that affected the brake switch. He disconnected the wires that were a problem and determined the brake light switch needed to be replaced. Mike Kidd, his wife Aleta and his father spent a half hour trying to locate a 1970 power brake switch using a blackberry and making calls to various auto parts stores. The closed switch was located in Virginia. I thought I was done, when Phil Jacobs indicated Ford had used that same brake light switch for many years on many Ford carlines. Sean Foltz helped me remove the old switch, and I was off to O'Reilly's to find a switch that matched up and might work.

(Continued on page 3)



Membership Report by Rich Tweedle, Membership Dir.

SAAC-MCR Membership Status: We Have 103 members

New members include: *No new members since the last newsletter issued in July.*

Labor Day Classic

(Continued)

(Continued from page 2)

We found one that was identical, except for the electrical connectors. Tim was able to modify the electrical connection, Sean help install the new switch and I was in business. It took a team of club members to fix my problem, and just in time as my friends and relatives were arriving.

There was a bit of excitement in the early morning session. Jeff Seaman spun coming out of swamp, and made a lo-o-o-o-o-ng skid, but never hit anything, nor left the pavement (with Darius in the passenger seat). John Yarema went off the track at the end of Pad-

(Continued on page 4)



Jim Mittle in his Red 1967 numbers matching California car that was repainted but NEVER rusted. He is leading Tim Young in his Red 1968 Mustang and Mike Kidd in his Blue 1970 Firebird.



At Left: Jeff Seaman in his Yellow 1969 Mustang on Swamp Turn followed by Jim Mittle, Tim Young and Mike Kidd.



Shaun Burgess in his Black 1966 Mustang on Pelton Bend followed by Jim Mittle, Jeff Seaman, Tim Young and Mike Kidd after exiting Hilltop Turn, at the Waterford Hills Raceway.

Labor Day Classic (Continued)

(Continued from page 3)

dock Turn, just before the esses. He was not injured; however his car was heavily damaged to the point he could not participate in the open track sessions. He was disappointed, since he had come up with the original idea for the Fantasy Trans-Am session, which would take place later in the day. He loaded his damaged car onto his trailer and began the process to fix the damage. By the end of the day he had removed the left hand front fender and was already straightening the inner fender aprons.

The Fantasy trans-Am session began after lunch. There were six participants, Jeff Seaman in his 1970 Mach 1, Tim young in his 1968 Mustang, Shaun Burgess in his 1965 Mustang, Mike Kidd in his 1970 Firebird, Jim Mittle in his 1969 Camaro and I in my 1970 BOSS 302. We did a couple of parade laps for pictures and then those who wanted went as fast as we wanted in a 15 minute open track session. What a blast!

The rest of the open track event went very smoothly. Darius was very proud of the fact that is daughter, Monika (turned sweet-16 only 4 days prior to the event) got to actually DRIVE Tim Young's 1968 Red Mustang, during the parade laps.



John Yarema's Graphite 1965 Mustang after he hit the on Paddock Curve. He was not able to participate in the Fantasy Trans-Am session due to the accident.



Mike Kidd's Blue 1970 Firebird Trans Am has number 92, like the BFG "Tire Bird".



Mike Radonovich in his 1966 Shelby GT350 Trans-Am tribute was unable to participate in the Fantasy Tran-Am session due to an unfortunate miscommunication.



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Rolling Sculpture Car Show

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 10th. 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 at the corner of Main and Liberty Streets.

You see people from all walks of life are at the show. It is fun to just people watch. Most of the people looking at the cars are now gear heads. It makes for some interesting conversations.

Mike Elwood stopped by and said he didn't realize Rolling Sculpture was such a nice car show. He plans to bring his 1969 Shelby GT360 to the show next year if he still owns it (it is for sale).

Kathy Betki had her Sunbeam Alpine Convertible on display. It is the first in the Series of V, which just happens to have the smallest engine-1494cc. 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 or rain protection. She took advantage of the nice shops in Ann Arbor and had her hair done.

Randy Burns had his 1968 Blue Shelby GT350 Convertible at the show. He was waiting for his wife Patty and their 15 month old daughter, Brook Sophia to show up, but Brook decided to take a long nap and they were not able to make it. He was disappointed.

Ford Motor Company had the F-150 Raptor on display. It was all black and looked stealthy. There are a unlimited verity of cars at the show, from a 1967 BMW Isetta 300 Deluxe to a 1984 Marcos GT.

You should consider attending this show next year.



Randy Burns next to his Blue Shelby GT350 Convertible.



Kathy Betki standing next to her White 1960 Alpine, after she got her hair done in Ann Arbor during the show. Good utilization of time.



Mike Elwood standing next to my Yellow BOSS 302.



Ford made its presence known at the Rolling Sculpture Car Show. The Ford SVT Black F-150 Raptor with it's outrageous styling backs up the truck's performance with a brick-wall grill, unique front fenders, box outer panels, hood and front bumper.

Electronic Fuel Injection Component Sizing

by Steve White

One of the reasons Holley carburetors were so popular, was their ease of modifying and tuning. One of the problems with Holley carburetors was they were so easy to modify, that many people actually made changes that hurt their performance. There was so much misinformation, misnomers, fables, tales, lies, and misunderstanding about what to do to make them better, that many people actually made things worse by following these suggestions of others.

When EFI first came on the Mustang scene in the mid '80's, it was a scary black art that most owners didn't have any idea about, and were even told they couldn't modify. Some owners went so far as to switch back to carburetors and self contained distributors. Slowly, knowledge and parts became available, and people were finally experiencing the benefits of fuel injection and seeing power and drivability benefits they could not have had previously with big cams and carburetors and distributors. Now there is an explosion of parts available for EFI engines.

The problem now with modified EFI systems is that just like Holley carburetors, there is a lot of misinformation out there, and people, like with Holley carburetors, automatically think that bigger is better and will instantly result in more power. This phenomena started to come in to clearer focus for me when our club did it's first dyno day earlier in the year, and in parallel my helping some owners tune there EFI cars. The first thing to do in tuning EFI cars, is to get the full low down from the owner of what all the various parts and pieces they have on their car. In doing so, I often would spot parts that were bigger than needed for the power output levels, and also not matched with other components sizes.

There are reasonably straight forward formulas for each component for anyone with a reasonable understanding of mathematics and engines, but they require realistic assumptions, or better, actual data on HP outputs, and how rich or lean you're running, and less well known to many the BSFC (Brake Specific Fuel Consumption), BSFC is basically a way to quantify how efficient you engine is running and is based on the amount of fuel used over time for the HP output. Since the engine geeks would really get into this level of detail for each component, but the casual enthusiast would easily get glassy eyed, the purpose of this article is to provide a quick reference guideline about the approximate size components (injectors, fuel pump, MAF (Mass Air Flow) sensor, and throttle body). Also, some comments on what the pitfalls would be to oversizing components, to give you a feel as to why component sizing is important.

The mentioned formulas for the detailed component sizing has some level of "safety zone" built into them for different specific technical reasons, but mainly to make sure they're not operating at full capacity. For example, an injector does not want to run full open for a couple of reasons, cooling of the electrical coil is rumored as one, but more importantly another is to not lose command control of the injector flow. An injector is not a digital device. It is a mechanical device that takes some time to respond. Now while we're talking only fractions of a millisecond, it is critical none-the-less. When commanded to open, the injector has some "opening time" until it gets fully opened, and likewise when commanded to close there is a response time until fully closed. These times have more variability in them than the full open flows, so repeatability can be an issue, if the injector is commanded to start opening again before it's had a chance to fully close. For a fuel pump, you don't want to run at it's full limit. If different conditions require more fuel, you'll lean out the engine and potentially cause major engine damage as the pump could not supply enough fuel.

The reference chart was compiled based off of common size steps for the major components, and matched to typical HP levels. The assumptions made were that these were naturally aspirated engines (as boosted engines have a whole another set of considerations complicating sizing matters), running a standard 40psi injection pressures, with 12 volts to the fuel pump, and a standard BSFC of 0.50 at 12:1 A/F. Additionally, throttle body sizes are for single bore application, and thus dual bore naturally aspirated applications are not considered here, such as early NA 4V Cobras, Bullitts, and Mach 1's. Also, RWHP (Rear Wheel Horse Power) assumptions were based on use of a manual transmission, since that's what most people run, with a typical drivetrain loss of 15% (automatics would be slightly higher). Any deviations from these conditions might affect the sizing, if that is the case, delving into the detailed sizing calculations with your tuner would be recommended. Note that one other common tuning aid is to adjust fuel pressure. As noted, this would affect sizing, as increased pressure – while increasing flow out of the injector, decreases flow out of the pump – as it is working harder to create the higher pressure.

"When EFI first came on the Mustang scene in the mid '80's, it was a scary black art that most owners didn't have any idea about, and were even told they couldn't modify."

(Continued on page 7)

Electronic Fuel Injection Component Sizing *(Continued)*

(Continued from page 6)

| Estimated Engine HP @ flywheel | RWHP (measured on chassis dyno) | Injectors | Fuel Pump | MAF | Throttle Body |
|--------------------------------|---------------------------------|---------------|----------------|--------------|---------------|
| 215 | 183 | 19 pph | 88 L/H | 55 mm | 52 mm |
| 225 | 194 | 19 pph | 88 L/H | 55 mm | 52 mm |
| 250 | 212 | 19 pph | 88 L/H | 55 mm | 52 mm |
| 275 | 234 | 19 pph | 110 L/H | 55 mm | 52 mm |
| 300 | 255 | 24 pph | 110 L/H | 70 mm | 65 mm |
| 325 | 276 | 24 pph | 155 L/H | 70 mm | 65 mm |
| 350 | 297 | 24 pph | 155 L/H | 70 mm | 65 mm |
| 400 | 340 | 30 pph | 155 L/H | 80 mm | 70-75mm |
| 450-540 | 382-459 | 39 pph | 190 L/H | 90 mm | 80mm+ |

Note that sizes above in bold are the maximum HP that size components can support. Also, note that the OE size components on stock 5.0L and 4.6L SOHC 2V GT Mustangs can support a number of modifications until you get to the point you need to upgrade (300HP). Making it challenging, the common steps in sizes in one component don't align with steps for another component, making for overlap in sizes compared to HP output steps.

MAF (Mass Air Flow) need to be slightly larger than throttle bodies so that it (MAF) is not the restriction, but the throttle body is. Many people go for monster MAF and TB long before their engines can handle that much potential airflow (actual airflow is limited by what the engine can create). Going to too large a MAF can cause some idle instability issues, as a mildly modified engine won't have a higher idle airflow, and might get out of the accurate low flow range of the MAF. Big MAF makers assume users of that size unit have a bigger engine and a bigger cam that requires higher idle speed, and thus more idle air flow.

Additionally, on fuel pumps, 255 LPH (Liters per Hour) fuel pumps are popular and many people jump to them. However, in lightly and even fairly heavily modified engines, they aren't needed. A 255 LPH pump can support up to 720HP. If you have around 300HP, this is much more than needed. How this can have a negative impact is several reasons:

- 1) higher output pump operates at a higher current draw, so your electrical system needs to be up to the task, or you won't be able to blast out the killer tunes on your sound system unless you upgrade the alternator as detailed in an article in SL by Bill Chapman a couple of years ago, and
- 2) excessive heat can be created by the increased current draw and higher fuel recirculation. In the era before returnless fuel (before 1999), the fuel pump would run at a constant output and pump all it's output through the fuel system. All of the fuel would get pumped to the engine, and the fuel that was not needed by the engine was returned to the tank via the pressure regulator. Moving that much fuel causes it to heat up just by the motion and the heat returned to the tank. The traveling fuel also picks up heat from under the car and under the hood and then returned back to the tank. The pump that makes that much flow has to spin faster and draws more current, which puts more heat out at the pump too, and into the fuel. All these things add needless heat back to the fuel in the tank, which could cause more vapor generation. All this extra, and needless, flow and heat generation creates vapor that causes vapor control issues as it overpowers the vehicles vapor system. It's best not to oversize in this area. Of course, if you run into a situation where your fuel pump needs to be replaced anyway, and you plan to go to a supercharger in a year or two, it could be a waste of time and money to replace the current pump with an equivalent, only to have to drop the tank and upgrade the pump later – as long as you recognize there might be potential short term impacts in doing so.

As a starting point, it is recommended that you look for your realistic HP on the enclosed chart, and then sight across it's row to the size components suggested and see how that compares to your current, or planned, combination of parts. My philosophy with EFI components, as it is with Holley carburetors, is to go conservative and don't needlessly oversize your part selections. It is hoped this short explanation will provide some understanding in the different size components out on the market and what is realistically needed for your application.

Side Exit Exhaust Project

By Mike Nyberg

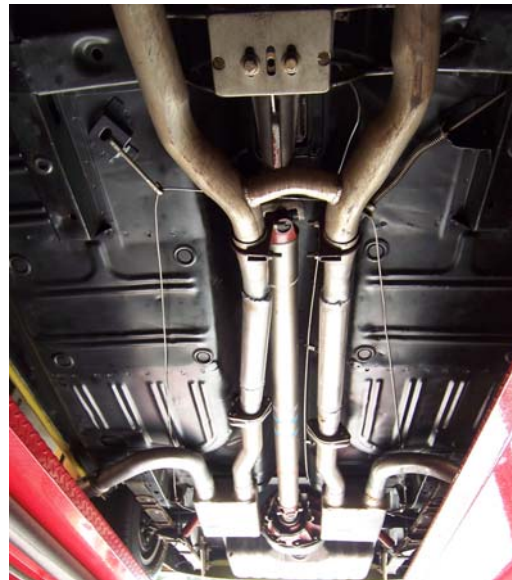
I had expressed a desire to Darius Rudis to have side exit exhaust to simulate the exhaust on the BOSS 302's that won the 1970 Trans-Am Championship. Within a couple of weeks Darius found someone in his network located out West who wanted to sell ceramic coated Spin Tech mufflers and "J" pipes removed from a SN95. The price was reasonable and I thought I could modify the BOSS 302 exhaust system to make them work.

I needed muffler hangers that utilized the rod hanger attached to the mufflers. I stopped to see club member, Walt Berti at the local Ford dealer and told him what I was looking for. He looked in a used parts box and pulled out just what I needed. I fabricated a flat plate to utilize the existing muffler hanger mount holes in the floor pan. Club member John Yarema welded the hangers I got from Walt to the plates.

John also fabricated the exhaust pipes necessary to connect the stock H-pipe to the inlet pipe on the mufflers, no small task. We had to position all the parts so there would be clearance between the body and all the exhaust system components. We commented about Rich Tweedle's Ford design standard of $\frac{3}{4}$ " clearance. We had to deviate from that standard. Once we were satisfied John tack welded all the pipes in place, removed the system from the car to complete the welding process.

The exit end of the J-pipes needed to be supported by a hanger, but I wanted to avoid drilling any holes in the floor pan for the hanger, so I looked for an existing attachment point. I noticed the bolt for the front eye of the rear leaf spring had a lot of thread showing near where a hanger was needed. I purchased a hex threaded coupler that I could thread onto the end of the spring eye bolt. The other end of the coupler was used to attach the rubber hanger insulator. John welded a rod to the end of the J-pipe and bent it to connect with the rubber insulator hanger.

This project involved several SAAC-MCR members. I am grateful we have so many helpful members in the club.



John Yarema made the modified exhaust pipes from the stock H-pipe to the muffler inlet pipes.



The muffler hanger I obtained from Walt Berti is located at the end of the muffler hanger rod and is welded to a plate I fabricated to utilize the existing floor pan mounting holes.



Exterior view of the hanger for the exit end of the J-pipe.



The hex threaded coupler is attached to the front eye bolt of the rear leaf spring. The rubber insulator hanger is attached to the other end of the hex threaded coupler.

SAAC 34—BeaverRun

by Jeff Burgy

SAAC's 34th National Convention was held under mostly sunny skies in Western Pennsylvania the first weekend in August, 2009. A number of new things were tried this year. In order to help reduce costs in bad economic times, the official Convention festivities were reduced from three days to two, and entry fees were reduced from \$25/day to \$20/day (those who pre-registered were given an additional discount to \$15/day). The track venue was switched from a large-scale NASCAR type track to a nice-sized local sports car track. Thursday and Friday were beautiful days with temps in the low 80's, and plenty of sunshine. Saturday was very pretty until about 4:00 in the afternoon, when it started to sprinkle during the Vintage Race. The later part of the afternoon open track sessions on Saturday were pretty wet.

For the car show enthusiasts, the venue was changed from trackside to the host hotel. This allowed other family members (AFTER they finished their chores on Dad's car, of course) to hang out in the exercise room, pool, or the lounge (take your choice). It seemed to be a big hit to hold the car show at the track instead of the hotel, as entries for the Concours were up from prior years (in spite of it being a smaller Convention), and there were more spectators than we have seen in quite some time. Due to popular demand, the "High-Performance Motors" celebrity-judged car show gave way to a popular vote show for the non-concours cars.

A very nice selection of early and late-model Shelby cars were on hand at both the open track event and the popular vote car show. The hotel, a Sheraton, was of course a beautiful place, and in fairly close proximity (less than ½ hour, mostly freeway) to the track facility.

A few of the "big rigs" were missing this year, but we did have Shelby Automobiles, ERA, Dynatech, Branda, Pug, Legendary Motorcars, and Cobra Automotive with displays, cars, and parts for sale. A number of famous Shelby cars from the past were on hand, including several competition Cobras, several original "R" Model GT 350s, and a number of beautifully-executed Cobra replicas.

An original 289 Cobra "Dragonsnake", CSX 2427, owned by Steve Juliano of New York, and restored by Dave Riley of Ypsilanti, MI, won in the Premier Class, Division I, and two GT350s (a Red '66, and a Lime Green '68) owned by Rick Nash of Frankenmuth MI, restored by Jeff James of Tri-City mustang restoration in St. Charles, MI, each won a "Gold" in their respective class. Congratulations!

John Guyer and Trish Hudson drove the faithful GT500KR convertible to the convention, but the KR complained a little as they stopped to visit with relatives on the way. After a few anxious moments and a little bit of coaxing, the old Shelby made it's way to SAAC 34. Ken Costella was there with his '65 GT 350, ready to burn up the track, but, being the astute driver/mechanic he is, he noticed some metal shavings in his oil during practice, and decided it was best to forego the hot laps.

SAAC 34 was smaller than some Conventions of the past, but, by most

(Continued on page 10)



Chuck Cantwell, Tom Yeager, and Bernie Kretzschmar sign autographs at Thursday evening's Art, Literature & Collectable show



Ken Costella challenges '67 Shelby Registrar Dave Mathews with a GT500 question



Literature collectors scout for bargains at the Art, Literature & Collectable Show



Line-up of Special Interest cars and late-model Shelys at the hotel

SAAC 34 (Continued)

(Continued from page 9)

accounts, it was a great success, and a lot of fun for everyone who attended. If you haven't attended a National convention in a while, you might want to give SAAC 35 a try next year at willow Springs, CA, May 6-8th. See you there!

SAAC-34 CONCOURS RESULTS

DIVISION I - STOCK ORIGINAL/NOS

Cobra - Premiere - 289 Dragonsnake - Steven Juliano

Boss - Premiere - 69 Boss 429 – Jim Zapala
Competition - Premiere - 65 GT350R – Bob Dockery
Boss - Gold - 69 Boss 429 – Bernie Hamilton
Competition - Gold - 67 Trans/Am – Mike Mulcahy

DIVISION II - NON-NOS

65 Shelby - Gold - 65 GT350 – Jan Sochurek

66 Shelby - Gold - 66 GT350 – Rick Nash
66 Shelby - Gold - 66 GT350 – Howard Bowers

67 Shelby - Gold - 67 GT500 – Mike Poston
67 Shelby - Gold - 67 GT500 – Bob Gaines,

68 Shelby - Gold - 68 GT500 – Scott Callahan
68 Shelby - Gold - 68 GT350 – Rick Nash

68 Shelby - Gold - 68 GT500 – Ted Freund

68 Shelby - Gold - 68 GT500 – Robert Heaton
69-70 Shelby - Gold - 69 GT500 - Steve Mattless

69-70 Shelby - Gold - 69 GT500 – Kirt Fryer
69-70 Shelby - Gold - 69 GT500 – Darryl Schlegel
Boss - Gold - 70 Boss 302 – John Callis

Boss - Gold - 69 Boss 429 – Quang Le

Boss - Gold - 70 Boss 429 – John Scalfani

Boss - Gold - 69 Boss 429 – Tom Hernquist
66 Shelby - Silver - 66 GT350H – Al Geisler

67 Shelby - Silver - 67 GT500 – John Waltsak

68 Shelby - Silver - 68 GT500 – Mark Kriwinsky
Cobra - Bronze - 427 Cobra – Robert Rubens
65 Shelby - Bronze - 65 GT350 – Tim Lerdahl

(Continued on page 11)



Small-block Cobras in the popular Vote Car Show



'66 and '67 Shelbys, including the '67 prototype used for brochure photography back in the 60's



'65 and '66 GT350s in the popular Vote Car Show



Claudia Burgy handles SAAC 34 T-shirt, Registry, and Medallion sales at the track

SAAC 34 (Continued)

68 Shelby - Bronze - 68 GT350 – Bruce Hahn

68 Shelby - Bronze - 68 GT500KR – Mike Hudock

DIVISION III – UNRESTORED

Chairmen's Award - 69 Boss 429 - Joe Flowers

Chairmen's Award - 70 GT500 – John Bragale

SAAC-34 POPULAR VOTE CAR SHOW RESULTS

Chuck Cantwell Shelby Award

Lowell OtterShelby GT500 Prototype

Chuck Cantwell Cobra Award

Howard & Eileen Landau CSX3003

CSX2000

1.C.J. Totterington

2.Shaun & Suzanne Lowry

CSX3000

1.Howard & Eileen Landau

Ford GT

1.George Myrter2005 Ford GT

1965 Shelby GT350 R-Model

1.Bob Dockery1965 Shelby GT350R

1965 Shelby GT350

1.Jason Uhler 1965 Shelby GT350

2.Dan Scheeweiss1965 Shelby GT350

3.Chris Walling1965 Shelby GT350

1966 Shelby GT350 & 1966 Shelby GT350 Hertz

1.Rich & Jackie Keller1966 Shelby GT350

2.Bob Swent1966 Shelby GT350H

3.Rick Kaminski1966 Shelby GT350

1967 Shelby GT350

1.John McCormick

2.John & Kristin Frey

1967 Shelby GT500

1.Tom Paxson

2.Dan Hatmann

3.Dominic Ciliberto & Diana L. Duffee

1968 Shelby GT350

1.Korbi Schwabl

2.Jason Uhler

1968 Shelby GT500KR

1.Tim Brillhart

2.Bob & Janine Zink

3.Bill Miller

(Continued on page 12)



Shelby Automobiles display includes new “SR” model, Terlingua, and “40th Anniversary” models



Fran Kress always brings a few cars and some interesting parts



Cobras, Ford GTs, and Shelybs line the grassy knoll at BeaverRun



Jim Holden's incredibly detailed “slab-side” ERA 289 Cobra replica

SAAC 34 (Continued)

1969 Shelby GT350

1. Billy Espich
2. Eric Veard

SAAC-34 POPULAR VOTE CAR SHOW RESULTS (cont'd)

1970 Shelby GT500

1. Bill Fitts

2006-2009 Shelby

1. Carol Padden & Greg Kolasa 2006 Shelby GTH
2. Jeremy Turner 2007 Shelby GT500 40th Annv.
3. Ken Barker 2007 Shelby GT500

1969-1971 Boss 302, 351 & 429

1. Terry Bookheimer 1969 Boss 302

1964-1973 Mustang/Stock

1. Greg DiPerna 1970 Mustang Mach I 428CJ
2. Jeremy Turner 1966 Mustang GT Fastback
3. Ken Barker 1966 Mustang Conv.

1964-1973 Mustang/Modified

1. Dave Mathews 1965 Mustang

1994-2009 Mustang/Stock

1. Dennis Lane 1995 Mustang GT Conv.
2. Rob Miller 2009 Mustang GT/CS
3. Peter Larkin 2008 Mustang GT

1994-2009 Mustang/Modified

1. Robert F. Smith 2007 Mustang GT
2. Ken & Jane Ballo 2007 Mustang S197

Special Edition Mustang, 1993-Present

1. Rudy & Betsy Beyer 2007 Saleen S281
2. Rudy & Betsy Beyer 1997 Saleen S351
3. Tom Sassak 1989 Saleen

Cobra Replica

1. Geary & Sharon Sarno 427 Supersnake Replica
2. William C. Adams Factory Five Replica
3. John Putzier A/C Shelby Cobra Replica

Exotic Ford

1. Ted Baird 1967 Sunbeam Tiger MKII

Special Interest

1. Rick Kaminski 1965 Mercury Comet Cyclone
2. Gary Corcoran 1964 Ford Thunder Bolt

Special Interest Competition

1. Kim, Lisa & Tiffany McCartney 1965 427 S/C "Air Car"
2. Dan Reiter Factory Five Cobra Replica



Howard Landau's original Competition Cobra, CSX3003



Near mishap in open track session – Grand National stocker spins before the corner, alert drivers behind him maneuver around



Starting lap of the Vintage Race

Last lap of the Vintage Race – BOSS 302 entry from Cobra Automotive led the race from beginning to end



Harvest Happening

by Mike Nyberg

The Annual SAAC-MCR Harvest Happening was fun for everyone who participated in the event. The number of participants was down significantly from last year. Just before the event the Competition Director, Darius Rudis, was contemplating canceling the event. Darius was able to negotiate a low break even point with the Waterford Hills Raceway and the event was on. The last walk-in on Sunday morning made the break even point achievable.

The weather in the morning was overcast and damp, however as the day progressed it became brighter and dryer. The cooler weather helped prevent over heating problems for the participants. The clouds actually helped the photographer, Jim Frank, eliminate shadows that normally create problems on sunny days.

John Yarema showed up early in the morning with his 1965 Mustang that hit the Paddock Curve wall three weeks ago, at the Labor Day Classic event. He had straightened all the body panels and components that were salvageable and replace the rest. The car looked good and was a testament to his abilities to repair damaged cars.

"Aaron Doe" brought his 1995 Mustang American Iron car to the event to test a new front spoiler he had a fabricator develop. The car was built and raced by Robin Burnett prior to "Sam" purchasing it. The car had a 347 CI stroker engine and was very fast. He had no problems with the new front spoiler scraping the track when he went around the corners. It was a good day for him.

The last 2009 SAAC-MCR open track event allowed everyone to have an exciting and safe experience. We are looking forward to next season.



John Yarema standing next to his repaired 1965 Mustang. He had repaired the damage created when he hit the wall at Paddock Curve during the Labor Day Classic, three weeks earlier. An achievement that demonstrates his ability to repair damaged cars.



"Sam Doe's" 1972 Lotus Europa TC Special has a mid-engine rear-wheel drive layout and utilizes a Lotus "Big Valve" Twin Cam engine and weighs 1,400 pounds. The body is very thin fiberglass to help keep the weight low.



Aaron "Doe's" 1995 Mustang is ready to test the newly fabricated front spoiler. This American Iron car was built and raced by Robin Barnett prior to Aaron purchasing it.

"The last 2009 SAAC-MCR open track event allowed everyone to have an exciting and safe experience. We are looking forward to next season."



Jim Frank is a local photographer who takes fantastic pictures and posts them on the Waterford Hills Raceway website.

SAAC-MCR 2009 May Summary Financial Report

by Craig Shefferly

| Item Description | August. 2009 | | | Aug. 2009 Year to Date | | | Aug. 2008 Year to Date | | |
|--|--------------|----------|----------------------|------------------------|-------------|-----------------------|---------------------------|-------------|-----------------------|
| | Income | Expenses | Income O /(U) Exp | Income | Expenses | Income O /(U) Exp. | Income | Expenses | Income O /(U) Exp. |
| 1. Annual Membership | | | | \$1,780.00 | | | \$2,100.00 | \$8.43 | |
| A. Newsletter | | | | | \$732.48 | | \$50.00 | \$785.23 | |
| B. Hot Line Phone | | | | | \$139.23 | | | | |
| C. Calendar | | | | | | | | | |
| D. Membership Cards | | | | | \$53.46 | | | | |
| E. Mailing Newsletters and calendars to Late Members | | | | | \$37.80 | | | | |
| F. Club Insurance | | | | | \$1,500.00 | | | \$1,596.00 | |
| Sub Total | \$0.00 | \$0.00 | \$0.00 | \$1,780.00 | \$2,462.97 | (\$682.97) | \$2,150.00 | \$2,389.66 | (\$239.66) |
| 2. Monthly Meeting Food | | \$142.12 | (\$142.12) | | \$1,440.80 | (\$1,440.80) | \$31.00 | \$1,072.48 | (\$1,041.48) |
| 3. Holiday Party | | | | \$1,662.00 | \$3,755.24 | (\$2,093.24) | \$1,120.00 | \$1,531.05 | (\$411.05) |
| 4. Waterford Fall Picnic | | | | | | | | | |
| 5. Programs | | | | | | | | | |
| A. Swap Meet | | | | \$2,633.00 | \$611.40 | \$2,021.60 | \$2,193.00 | \$619.28 | \$1,573.72 |
| B. Show 33 | | | | \$6,198.00 | \$2,936.03 | \$3,261.97 | \$8,145.00 | \$2,613.49 | \$5,531.51 |
| C. Go 33 | | | | \$4,032.44 | \$3,365.50 | \$666.94 | \$3,453.48 | \$3,838.20 | (\$384.72) |
| D. GingerMan | | | | | | | | | |
| E. Labor Day Classic | | | | | | | | | |
| F. Harvest Happening | | | | | | | | | |
| 6. Club Jackets | | | | \$120.00 | \$234.07 | (\$114.07) | \$230.00 | | \$230.00 |
| 7. Club Pins & Patches | | | | \$55.00 | | \$55.00 | \$3.00 | | \$3.00 |
| 8. Club Golf Shirts | | | | \$210.00 | \$270.40 | (\$60.40) | \$60.00 | \$78.00 | (\$18.00) |
| 9. T-shirts Shirts | | | | \$630.00 | | \$630.00 | \$280.00 | \$255.93 | \$24.07 |
| 10. Tables for show | | | | | \$127.14 | (\$127.14) | | | |
| 11. Misc. Food & family | | | | \$6.00 | | \$6.00 | | \$167.00 | (\$167.00) |
| 12. Trailer Reorganize | | | | | \$176.76 | (\$176.76) | | | |
| Totals | \$0.00 | \$142.12 | (\$142.12) | \$17,326.44 | \$15,380.31 | \$1,946.13 | \$17,665.48 | \$12,565.09 | \$5,100.39 |
| Beginning Cash on Hand | | | \$10,491.94 | | | \$8,403.69 | | | \$5,083.33 |
| Ending Cash on Hand | | | \$10,349.82 | | | \$10,349.82 | | | \$10,183.72 |
| | | CK. Book | 10,329.82 | | | | | | |

President's Corner

(Continued)

(Continued from page 1)

officers is in November, with elections in December. It will be hard to top last years Holiday Party, but until it happened, we didn't know it would turn out so great, so there's always a chance to set the next new benchmark. We had several potential locations last year, so maybe we can review them for a possibility. If anyone has any ideas, please pass them along.



Jordan Marcella Seaman, about two connecting rods tall. Jeff and Becca Seaman's second child, born in August and attended the September club meeting.



SAAC-MCR Abridged Meeting Minutes *by Kurt Fredrickson*

July 9, 2009 29 people attended

Meeting was called to order at 8:03 by Steve White.

New Faces: Gibson Nichols, who works for Ford

Competition Dir: Darius Rudis: September 6th track event and SVTOA running the GingerMen track event.

Financial Dir: Craig Shefferly indicated we have around \$10,700 positive balance.

Editor's Report: Mike Nyberg Passed out newsletters and thanked everyone who helped write articles

National News: Jeff Burgy went to Carlisle where there was a Ford GT 40 get together and talked about some real Cobra's up for auction.

Show Dir: Jim Binder is looking for ways to have a bigger car show next year.

Membership Dir: Rich Tweedle we have 103 members as of July 9, 2009

Advertising Dir: Mike Riemenschneider indicated no advertising is required until we get closer to next year's events.

Tech Talk: Darius Rudis is making rear disk brake air ducting shields for '96 and up Mustangs for the track events

New Vehicles: Jeff Burgy bought a Lincoln Aviator loaded

President's Report: Steve White talked about the club trailer that was stolen and how to prevent this from happening again.

August 13, 2009 28 people attended

Meeting was called to order at 8:01 by Steve White.

New Faces: Butch Hampton from Prescott, Arizona

Competition Dir: Darius Rudis talked about the Trans-Am Fantasy session scheduled during the Sept. 6th Labor Day Classic event. Northwoods SAAC Region Shelby Club had 125 cars run at Road America event with Steve White participating..

Financial Dir: Craig Shefferly indicated we have around \$10,500 positive balance.

Editor's Report: Mike Nyberg distributed to proposed content for the next newsletter.

National News: Jeff Burgy reported about SAAC-34 in Penn. 30 cars in concourse and 100 cars in popular vote, open track ran on a 1 1/2 mile road course.

Show Dir: Jim Binder is working on Show 35 layout.

Membership Dir: Rich Tweedle indicated we have 103 members as of August 13, 2009.

Advertising Dir: Mike Riemenschneider indicated no advertising is required until we get closer to next year's event.

President's Report: Steve White talked about the club trailer replacement options.

September 3, 2009 28 people attended

Meeting was called to order at 8:05 by Steve White.

New Faces: One week old Jordan Seaman born Aug. 25th.

Competition Dir: Darius Rudis: talked about the planned Fantasy Trans-Am Session Sept 6th at Waterford hills. The last SAAC-MCR open track event will be Sept. 27th.

Financial Dir: Craig Shefferly indicated we have around \$10,100 positive balance.

Editor's Report: Mike Nyberg distributed the proposed content for the next newsletter.

Show Dir: Jim Binder is working on determining the BEST DATE for Show 35.

Membership Dir: Rich Tweedle indicated we have 104 members as of September 3, 2009.

Advertising Dir: Mike Riemenschneider is starting to advertise for the Winter Swap Meet.

Tech Talk: John Yarema has been working on Tom Greene's Shelby GT350, fixing the damage done at his last race. Tom indicated John is doing a fabulous job in restoring his Shelby to like new condition at his shop in Roseville.

New Vehicles: Mike Nyberg bought a 2003 Yellow Ranger Edge pick-up and towed the new used club trailer to the meeting. Phil Jacobs sold his Truck

President's Report: Steve White talked about the club trailer that was purchased with the insurance settlement and how we are going to make it more secure this time.

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



Dedicated to the preservation, care, history and enjoyment of the automobiles produced by Shelby American 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
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We're on the Web!
www.saac-mcr.net

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

2009 Events Calendar

October

- 2-4 **FFR Fall color Tour**, Traverse City, MI
- 3 **Crystal Lake Car Show**, Crystal Twp Park, Crystal, MI
- 3 **Ed Roth Memorial Car Show**, Hiers Park, Huntington, IN
- 4 **Ypsi Area Rods Cider/Poker Run**, Ypsilanti, MI
- 4 **Shelby Lions Club Car Show**, Utica, MI
- 4 **Northwood Univ Classic Car Show**, Midland, MI
- 7-9 **Kit Car Nationals**, Gateway Raceway, Madison, IL
- 7-10 **Fall Hershey Show/Swap/Auction**, Hershey, PA
- 10 *Fall Colour Tour and Chili Party – at John and Trish's Auto drome in Lake, MI*
- 10 **SAAC-MCR Fall Color Cruise**, Lake, MI
- 10 **Fall Swap Meet**, Auto City Speedway, Clio, MI
- 10 **Fall Swapfest**, Mid America Motorworks, Effingham, IL
- 11 **SVTOA Fall Cruise**, Jack Demmer Ford, Wayne, MI
- 11 **K of C Charity Car Show**, Armada, MI
- 14-17 **GT Rally IV/Texas Mile Speed Event**, Austin, TX
- 17-18 **SCMC Driving School**, VIR Raceway, Danville, VA
- 17 **TARTC Fall Color Tour**, Northville to Hell, MI
- 31 **Bright Lights City Cruise**, Fremont St., Las Vegas, NV

November

- 3-6 **SEMA Trade Show**, Convention Center, Las Vegas, NV

December

- 5 **TARTC Holiday Party**, Gazebo, Warren, MI

2010 Events Calendar

January

- 7-10 **Team Shelby Vegas Bash**, Las Vegas, NV
- 9-10 **NPD Mustang Show**, Silver Springs Park, Ocala, FL

February

- 14 **Daytona 500**, Daytona, FL
- 20 **Waterford Lakes Mustang Show**, Orlando, FL
- 26-28 **Detroit Autorama**, Cobo Hall, Detroit, MI

March

- 7 **SAAC-MCR Winter Swap**, Gorno Ford, Trenton, MI
- 20 **Mt. Dora Car Classic Festival**, Mt. Dora, FL
- 28 **Pensacola MCA National Show**, Pensacola, FL

May

- 6-8 **SAAC 35**, Willow Springs Raceway, Willow Springs, CA

NOTE:

TARTC=The American Road Thunderbird Club
GLCC=Great Lakes Cougar Club
CTCI=Classic Thunderbird Club International

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