



30
YEARS
1975
2005

Shelby Life

Shelby American Automobile Club – Motor City Region

Volume 32, Issue 4

October, 2007

The President's Corner SAAC-MCR Visiting Our Roots and Making New Friends

Text and Photos by Tom Greene

I just spent a weekend with fellow members Randy & Kathy Betki, Charlie Safley, Stu Cashman, and a couple brothers that aren't members but are surely car nuts, we will just call them the brothers Williams. We visited Goodwood in Sussex County, England; Here is the home of that which is without a doubt the greatest vintage car race in the world.

The range of cars in the 9 classes is staggering. There are cars from the 1920's competing, and going really quickly, with lap average speeds in excess of 80 mph. We saw sedan races with Mini-Coopers and 427 Galaxies, Mustangs and Barracudas, Comets and Darts and Jaguar saloons all on the track at the same time, and even a Toyota Corona to do battle with a very vintage Mercedes 280 sedan. These in addition to both front and rear engine F1 cars, classic sports cars from the 50's (picture birdcage Maseratis, D Jags, Ferraris by the gaggle, Connaughts, and cars that I had to look at the program to figure out what they were. It was truly a nirvana place for the auto enthusiast. These cars were all surrounded by people who were mostly dressed in 50's and 60's attire, including one Twiggy look alike in a minidress. The entire experience is simply amazing. And walking in through the "car park" is better than most car shows one visits. It had mostly British cars, but included Blower Bentleys, Jaguar sedans, and Jag roadsters, Maseratis, AC Ace's, Mustangs, Turners, one Isetta, more than a few Mercedes, a couple 427 Galaxies, and many Aston Martins (and NOT ONE CAMARO!!!!). The attendees of the Goodwood revival are definitely car enthusiasts.

The on-track action was remarkable, but before we get too far into the blow-by-blow description, this IS the Shelby club, so you should first hear about the things that directly relate to our club and its purpose. We arrived on Thursday, and after dropping our bags at our favorite B&B in all of Europe, and being treated to cakes and tea, and telling our various stories of the trials and tribulations of international travel – more later on the aspect of making



Sign at the entrance to the Goodwood Revival in Sussex County, England

arrangements for communicating in England over walkie-talkies and meeting at one of the largest airports in the world, having never visited there before and having no reference point, and agreeing on the channel, but ONE of us not selecting the proper subchannel, but that's another story.....

Having arrived hungry, we made arrangements to go to one of our favorite pubs for dinner and a pint or two. As we turned left to enter the road that led to the Gribble Inn, we noted a dark green '66 Shelby – with orange stripes making a right turn. We were pleased as this road would likely lead to

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SAAC-MCR's Labor Day Classic Open Track Event

Text by Darius Rudis, and John Yarema, photos by Mike Nyberg



Dennis Roys next to Gary Roys, race car. Dennis likes to drive, but, doesn't like to work on the car. Roy doesn't like to drive, but, likes to work on the car. That makes a great team.



Travis Huisman, George Huisman's son, got one on one performance driving instruction from Audrey Zavodsky, a successful race car driver.

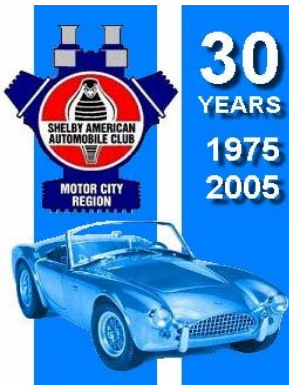
Darius showed up with his daughter Monika (age 14). It's been a loooong time since she was at Waterford, when she wrote the "3" of #13 backwards... (She told me that story on the way there). Darius started registration, Bill Rowe, Gene Kotlinski, Al Small and John Yarema... all performed tech, where Monika put numbers on all the cars but the line kept moving back. Funny how the line for tech kept moving back and back, where we wound up along the esses in the back row.

The last car inspected was Gary and Dennis Roys' ASA stock car. It had NO tail lights (just stickers and they were in the "off position"). We all agreed that no one would be able to get close enough to the rear of that car to matter. Turns out we were right. The only time Darius passed, was when Dennis was facing backwards after going off at the end of the straight. See, taillights wouldn't have helped anyways. We also were concerned about sound limits, but the car

has exhaust out the passenger side, and was actually relatively quiet (Gary commented it was quieter than Darius'). DOH!

There were lots of families at this event. John Yarema's uncle Richard Straughen brought his grandson in law John Swanson, and later sister Helen showed up in the afternoon. Penny Nyberg, her Daughter Nicole and grandsons Gunnar and Garrett showed up to watch Mike run the Yellow 94 Steeda Mustang. Gary Roys was nice enough to let many kids climb into the ASA car for a few photos. Classic Design Concepts owner George Huisman brought his son Travis to drive the '04 Mustang race car along with Dr. Audrey Zavodsky from Ford. Street or Track Mustang Parts owner Shaun Burgess brought his wife and baby. Tom Payne (16), Grandson of Shelby factory driver Tom Payne, came out for his first driving experience with his father John and Mother. Dave Szczupak brought his son and Lotus Elise. There were many other friends that act just like

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Membership Report by Rich Tweedle, Membership Dir.

SAAC-MCR Membership Status: We Have 125 members

New members include: Shaun Burgess, Douglas & Amy Blake and Brian & Susan Geraghty.

Labor Day Classic (Continued)

(Continued from page 2)

Family too. Monika probably got the most track time out of anyone there, as she tried to go out in most every car, in every session... and many drivers obliged and gave her a ride.

John Yarema's day went very well and didn't run off once, but he did get teased for touching a dirt spot just after the esses, and threw up a small cloud of dust, while chasing Mike Nyberg for a while. The Sony video tried to film a lap, but it only recorded up to turn 1, as the car vibrates too much.

Will Webber, what a trooper! His father passed away that morning from a long-term illness. He made some family arrangements, and STILL showed up with food and bar-b-que'd for us. He made an excellent lunch for everyone, serving burgers, beans, brats, and hot dogs, with potato salad, chips, cookies and all the trimmings. He missed all morning sessions, but definitely ran (I think non-stop for an hour) at the end of the day. Thanks Will.

Darius was plagued by an electrical gremlin. Driving along, something electrical went amiss, and wouldn't rev over 2500rpm and blew black smoke out the tailpipes, like it was on fire – rich. Good thing it went away, but came back 4-5 times that day, and managed to get home without borrowing a trailer. Gene Kotlinski found his "slipping" trans problem. At first thought it was clutch adjustment, but Darius once had the same symptoms. Seems that the keyway of 3rd gear snapped, and the cluster would spin on the shaft. Time for ANOTHER G-force trans rebuild. Neal Koenig's Florida police car had a misfire problem for which they borrowed a timing light, and turns out it was a corroded cap and rotor. Classic Design Concepts came off with a flat tire. Gerry Garsia borrowed a siphon to remove some power steering fluid from Chris's Corvette that he over filled. The guy's from Street or Track were testing rotors on their 66 Mustang when it fell off the jack damaging the frame rail and floor plan.

At the end of the sessions, many a driver would go over to a fellow driver, comparing and discussing the fun they had chasing each other around. During Yarema's last session he was following a beautiful red Miata Mazdaspeed, he might have passed him at first with more power, but, hung back and chased him for a while. Greg Cragel was so consistent in the Miata, that over 5 laps or so he pulled ahead by 1 or 2 turns, and was timed at 1:23 per lap. John ended the day with a blown trailer tire, driving the car home on its own, and rescuing the truck/trailer later that evening.

John Yarema's Uncle Richard summed up the day when he said, "I came to the track to have fun and fun I had. I am looking forward to the next time already. If you think this is only for the young, you need to think again. You see I am 77 years young and you are never too old to have fun."

Another great day came/went without incident. See ya all at the Harvest Happening Sunday October 7th.



Shaun Burgess co-owner of www.streetortrack.com had his early model Mustang at the track to test some products his company sells



Will Weber prepared lunch that all the participants look forward to eating. It must have been good, all the food is gone!



Darius' daughter, Monika checking out Gary Roys' race car.

SAAC 32 Hot Hot Hot!

Text and Photos by Jeff Burgy

SAAC 32 was held the weekend after the 4th of July at Miller Motorsport Park (MMP) in Toole, Utah, just a few minutes from downtown Salt Lake City, Utah. This was our first time for a Convention at MMP, and nearly everyone agreed it was a great facility with some of the nicest accommodations we've come across. The track opened in 2006, so it is still basically brand new. The main track is 4.5 miles long consisting of two 2.2 miles sections (an East Course and a West Course) that can be combined or separated. For SAAC 32, we split the two tracks, using the East Course for the Open Track and Vintage Races, and the West Course for "Instructor Laps" and "Parade Laps". The folks (including me) who found VIR's lunch-time Parade Laps too slow and congested had nothing to complain about at MMS. There was plenty of space to "open it up" and plenty of time to get in as many Parade Laps as your wallet or your tires could handle.

The Instructor Laps, even at \$25 per lap, were a lot of fun. I thought I'd be "smart" and show up early, so I could possibly get in an extra lap or so when the Instructor "warmed up" his tires (hey, it worked at PIR in '92 with Shelby at the wheel of his then-new continuation Cobra). I was the very first person to strap on a helmet and go for an Instructor Lap in a new Mustang track car with a race-car driving instructor. Much to my dismay, just as we prepared to go out, a track official walked up to the driver's side of the car, and gave the driver an instruction to "go all-out" right into the first turn. I knew right away that that meant no extra laps to warm the tires, but, it DID produce some exciting power slides as the driver dumped into the corners full-blast on cold tires. Quite a few convention goers spent a lot of money on repeat trips for the Instructor Laps. When they weren't running Instructor Laps on the West Course, it was open for \$10 parade laps with your rental car or your Shelby, whatever you happened to bring.

There was huge vendor midway at SAAC 32, anchored by Ford Racing and Shelby Automobiles. They each had semi-rigs with display cars, parts, and engines. The new '08 Shelby GT500 convertible and GT500KR were there, as well as a prototype of the new Shelby GT500KR "Super Snake". There were an abundance of new (2006/7) Shelby GT's, GT-H's and GT500's in attendance at the event, and there were plenty of upgrade parts available from Ford Racing and Shelby to personalize these new cars. The Hertz counter at Salt Lake City airport was a very busy place, with many Shelby fans fighting over the half-dozen or so Shelby GT-H cars available. Our own George Huisman of CDC was lucky enough to score one of the rag-top versions. George took full advantage use of the "no mileage restriction" limit in his contract.

Larry Miller, who owns a few Ford dealerships as well as the Utah Jazz basketball team, has done a fantastic job with the Miller Motorsports Park. Everything in the park was first-class, from buildings to concessions, to garages, trackside stands and suites, down even to the minutest detail of industrial-grade plastic chairs in the open decks, and individual bathrooms for track-side pit garages. Every aspect of how to make

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Miller MotorSport Park Mustang Track car – this is the car (#29) that I took my "instructor lap" in



New Shelby GT500KR Super Snake and GT500KR



Tom Mabey's Ford GT40 runs away from the pack (and stays there) at the start of the Vintage Race

SAAC 32 (Continued)

(Continued from page 4)

the place workable for track events seemed to have been considered and implemented. A museum of Shelbys and Cobras has been built right at the track. In there were a number of original GT40's and racing Cobras, many of which I recognized as formerly being located at The Shelby American Collection in Boulder, CO. Guess that should not have been a big surprise, as I also recall seeing Mr. Miller's name listed as "owner" on a lot of these cars a couple years back when they were on display in Boulder.

There were three car shows at SAAC 32. There were about twenty entries in the fiercely competitive Concours, where your car had better be exactly as built, or you hardly stand a chance, plus the more laid-back "High-Performance Motors" for period-like Shelby cars, and the anything goes "Shine 'n Show" that included race cars, newer 'Stangs, and modified Shelbys. There were about 200 entries in the HPM and S'nS events, a very good turnout for an event so far away from everywhere. We got to see a lot of cars that seldom make it to SAAC Conventions in the East or Midwest. Winners of the Shine 'n Show were selected by two teams of judges, while winners in the HPM show were selected by two teams of judges with input from Pete Brock (designer of the Cobra Daytona Coupe) who was there to personally review the cars.

While the guys were out there on the track burning up 103 octane racing fuel, Mother Nature was providing a local temperature of 103 degrees to go with it. It was unseasonably hot, even for Salt Lake City (locals told me their normal temp this time of year is usually around 90). With relative humidity in single digits (I never heard of such a thing before) the heat was so dry that those of us from the East, Midwest, and Deep South felt pretty comfortable. Didn't seem to me to be any hotter than an 85 degree day in Detroit. There were no serious off-road excursions during the event. We did see a late-model Mustang Cobra catch fire on track, but the driver's attentiveness and trackside safety official's quick response prevented an ugly situation from turning into a disaster. One alloy Kirkham 427 roadster got a little too close to a guard-rail – the Kirkham's took the opportunity to show how easy it is (for a professional) to repair an aluminum car. In a matter of an hour or so, one of Kirkham's magicians had bumped-out and polished the damaged quarter panel to the point you'd be hard-pressed to tell it had ever been damaged.

Salt Lake City is not very far from Provo, Utah, so Tom Kirkham was there with a garage full of alloy roadsters for potential customers to look at. Looked like the lot at your favorite Cobra dealer's store (or maybe LAX, in a smaller scale) back in the sixties – even down to "special price" stickers across the windshields. Tom also had their "Rush" prototype that had been featured at SEMA in 2006. The "Rush" is a minimalist track or road car, built with moly tubing and aluminum skins. Think of an updated Lotus 7 with a mid-engine design. The car is designed to use a 4 or 6 cylinder powerplant, the prototype is powered by a supercharged Ford Lincoln V-6 with 500 hp on tap. A wild-looking machine that ought to be a real blast to drive.

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Slalom Snake (CSX2537) in the MMP Museum



Kirkham alloy car in process of repair



Kirkham's "Rush" prototype

SAAC 32 (Continued)

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Check out what the Kirkhams are up to at: <http://www.kirkhammotorsports.com/custom/index.html>

This was the first event that SAAC has been joined by SVT. The "Shelby" part of the Convention ran the first two days, and the "SVT" part ran the second two days. There were a number of entrants who took advantage to run all four days. Everything seemed to go well, with only a small amount of kidding around about being one of "those Shelby guys" vs. "one of those SVT guys" – about the same thing as we get into with "big-block" vs. "small-block" – there will always be advantages to each, and proponents for each.

There was a Tech Session Friday evening where people could listen to stories from Bob Bondurant, Chuck Cantwell, and Peter Brock. Around the perimeter of the room were a few technical experts to consult with, and SAAC marque Registrars where attendees could peruse some of the documents and literature out of some of SAAC's top-secret files. On Saturday evening the dinner banquet featured some of the same former Shelby American legends with stories that were really quite entertaining. It's great to still have some of these guys around to give us a feel for how it was back in the glory days of the sixties.

On Sunday my chores with the cars shows were completed. A couple other guys in the club had noticed that we were not very far from the Bonneville Salt Flats. We decided to take a trip out there to see what it was like. It was a pretty straight shot, with all high-speed (75mph) free-way out to the Salt Flats. There was nothing going on at Bonneville that weekend, so we decided to venture out onto the salt. There was a large sign on the road leading to the Salt Flats that mapped out the course. We were surprised to find no permanent structures on or near the course. We drove out about five miles (the course is ten miles long), and didn't see anything but a few orange pylons that seemed to be marking the course. On the way back in, our spirit of adventure overwhelmed us, and we decided to see just how fast our rental car would go. One by one, each of us took a turn at the wheel of the V-6 Mustang convertible. Each time, the results were the same, flat-out, that pony will *only* go 115 mph. It was great fun, however, and now, we can each say we have "run" at the Bonneville Salt Flats.

Be sure to join us for next year's Convention in New Jersey, July 3-6, 2008, at the brand new Thunderbolt Raceway.
<http://www.njmotorsportspark.com/>

SAAC-32 Car Show Results

Concours

Division 1 - Stock/Original/NOS Cars

Premiere: '65 GT350, 5S421 - Rich & Heather O'Mara, Littleton, CO
Gold: '69 GT500, 9F03R480934 - Richard Harley, Sonora, CA
Silver: '69 GT500, 9F02R481166 - Daryl Royer, Edmonton, Alberta, Canada

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Beautiful Cobra (CSX 2009) that won the "289 Cobra" award in the "High Performance Motors" show



Comp Cobras – 427 on the left, 289 FIA on the right (Ken Miles' car)



Rand Bailey and I with the Mustang convertible on the Slat Flats

SAAC 32 (Continued)*(Continued from page 6)*

Silver: '69 GT500, 9F02R481956 - John Johnson, Alpine, UT
 Silver: '63 Cooper Monaco King Cobra, CM/1/63 - Bill Hartman, Yuba, CA

Division 2 - Non-NOS Cars

Gold: '67 GT500, 67400F2A01191 - Ted Kitten, Fairway, KS
 Gold: '68 GT500, 8T02S143483-01622 - Timothy Lea, Warwick, RI
 Gold: '70 Boss 429, 0F02Z124200 - Gary Whitman, Charleston, SC
 Silver: '66 Cobra 427, CSX3112 - Ed Blais, Park City, UT
 Silver: '67 GT500, 67402F7A01264 - Gary & Judy Jacobs, Longview, WA
 Silver: '69 Boss 429, 9F02Z150430 - Bob Leenstra, Kent, WA
 Bronze: '69 GT500, 9F02R481847 - Hank Perry, Fresno, CA
 Bronze: '65 GT350, 5 014R - Roger Willbanks, Denver, CO
 Bronze: '65 GT350, 5S059 - Ed Blais, Park City, UT

Division 3 - Original/Unrestored Cars

Chairman's Award - '66 GT350, 6S2371 - Stephen Judd, Lake Havasu City, AZ
 Chairman's Award - '67 GT500, 67410F4U00803 - Gary Kelley, Bend, OR
 Chairman's Award - '69 Boss 429, 9F02Z159817 - Bob Leenstra, Kent, WA
 Chairman's Award - '67 GT500, 67402F4A0054 - Charley Lillard, Woodland, CA

Hi-Performance Motors

289 Cobra, CSX2009 - Judy Zubriggen, Prescott, AZ
 427 Cobra, CSX3282 - Earl Pfeifer, Caslo, BC, Canada
 '65 Shelby, 5S284 - Mark Hovander, Seattle, WA
 '66 Shelby, 6S1803 - Fred & Gayle Gehring, Oregon City, OR
 '67 Shelby, 67400F2A01776 - Dan & Jodi Patching
 '68 Shelby, 8T02J130873-00774 - Mark, Magnuson, Hermiston, OR
 '69-'70 Shelby, 9F02R480906 - Jim Angus, Harris, Saskatchewan, Canada
 Boss Mustang, '69 Boss 429 - Andy Skinner, Helena, MT
 Tiger - '64 260 - Alan Long, South Jordan, UT

Shine 'n Show

Meanest Looking Cobra	427 Cobra CSX 4266 - Bill Griffin, Waddell, AZ
Meanest Looking Mustang	1966 Mustang T/A coupe - Larry Cockerham, McMinnville, OR
Nastiest Car of SAAC-32	1963 1/2 Galaxie Lightweight - Jack Hazelgren, Draper, UT
Highest Profile	1968 Shelby GT350 custom - Ray & Ann Clack, Oregon City, OR
Most Unique	1924 Model T Track racer - Donna MacDonald, Covina, CA
200 MPH Award (Potential - Not Observed)	2006 Ford GT - Jay Bryner, Sandy, UT
Meanest Looking Shelby	1968 Shelby GT350 custom - Jerry Logan, Hillsboro, OR
Fastest Appearing Cobra Replica	FFR Daytona Coupe Replica - Dwight Hoyle, Westminster, MD
Most Likely To Attract Law Enforcement Attention	1964 Ford Fairlane ThunderBolt - Jack Hazelgren, Draper, UT

Shine 'n Show (Continued)

Most Likely To Give
Small Children
Nightmares

Sleeper Award -
Most Understated

SAAC 32 Race Results**Mustang Race - Official Results**

7 Laps, Miller Motorsport Park - 2.25-mile East Track

- 1 - #19 - '90 Roush Mustang T/A - Tom Mabey, Bountiful, UT
- 2 - #34 - '65 Mustang FB - Keith Sittner, Lodi, CA
- 3 - #04 - '07 Griggs Mustang - Don Rostich,
- 4 - #511 - '02 Panoz GTS - Barrett Bowers, Sunnyvale, CA
- 5 - #98 - '05 Mustang - Forrest Straight, Mountain View, CA
- 6 - #46 - '95 Mustang - Joe Volpe, Buena, NJ
- 7 - #1 - '06 Mustang GT - Chris Kaufmann,
- 8 - #40 - '89 Mustang - Tom Wilson, Fallbrook, CA

Vintage Race - Official Results

7 Laps, Miller Motorsport Park - 2.25-mile East Track

- 1 - #12 - GT40 MKI - Tom Mabey, Bountiful, UT
- 2 - #530 - '66 GT350 - Curt Vogt, Wallingford, CT
- 3 - #317 - '66 GT350 - Scotty Hackenson, Trumbull, CT
- 4 - #89 - '65 Mustang NB - Chip Hane, Evergreen, CO
- 5 - #29 - '68 Mustang T/A - Jay Bittle, San Diego, CA
- 6 - #194 - '66 GT350 - Kevin Bruce, Durango, CO
- 7 - #39 - '66 GT350 - Russ Flynn, Westwood, MA
- 8 - #99 - '66 Mustang FB - Dan Luckow, Tarzana, CA
- 9 - #51 - '66 GT350 - Colin Comer, River Hills, WI
- 10 - #18 - '68 GT350 - Kevin Sittner, Lodi, CA
- 11 - #153 - '65 GT350 - Jim Halsey, Los Angeles, CA
- 12 - #467 - '67 Mustang NB - Michael Cox, Brighton, CO
- 13 - #19 - '66 Mustang FB - Adam Mackstaller, Denver, CO
- 14 - #33 - '67 Shelby T/A - Gary Underwood, Wildomar, CA
- 15 - #617 - '69 Boss 302 - Brad Leach, Littleton, CO
- 16 - #119 - Cobra CSX4000 - Richard Ravel, San Jose, CA
- 17 - #61 - '65 Mustang FB - Bernie Kretchmar, Huntington Bch, CA
- 18 - #15 - '65 Mustang FB - Bob Stockwell, Costa Mesa, CA
- 19 - #138 - '67 GT350 - Tony Navarra, San Jose, CA
- 20 - #419 - '65 GT350 - Craig Conley, Rancho Santa Fe, CA
- 21 - #26 - '66 GT350 - Len Goebel, Durango, CO
- 22 - #70 - '65 GT350 - Drew Alcazar, Phoenix, AZ
- 23 - #920 - '66 GT350 - Bob Cloutier, Denver, CO
- 24 - #1 - '69 Boss 302 - John Barnes, Ballston Spa, NY
- 25 - #22 - '66 GT350H - Bill Miller, Arvada, CO
- 26 - #25 - '68 Mustang T/A - Craig Poundstone, Chico, CA
- DNF - #45 - '65 GT350 - Ken Costella, Taylor, MI - 4 laps
- DNF - #66 - Daytona Coupe Replica - Jay Russell, Northridge, CA - 3 laps
- DNS - #94 - '65 GT350 - Brian Kennedy, Cannon Falls, MN
- DNS - #5 - '63 Falcon - Mike Eisenberg, Northridge, CA
- DNS - #222 - '66 GT350 - Craig Wright, Encinitas, CA

Updating a 1991 5.0L Mustang Alternator

Text and photos by Bill Chapman

Many people update their alternators in older Mustangs so they can add additional charging capacity for an electric cooling fan, stereo equipment, or just to have the additional confidence that the charging system is working more efficiently. Additionally the 3G and later alternators have an internally mounted cooling fan, which provides better cooling and one less exposed moving part in the engine compartment. I upgraded from a 2G (75 amp) to a 6G (130 amp) in my 1991 Mustang. I did this for two reasons. One was the alternator bracket does not need to be modified (3G case is larger) and the stator wire has been removed (internal connection on 4G and 6G) so I have one less wiring connection. However I found very little help on the web with respect to the 6G upgrade. More information is available for the typical 3G alternator upgrade.

Ford Alternator History

Ford alternator usage in vehicles has progressed from the original 1G design to the most current 6G design. Here is some general information regarding each generation:

1G

- Installation dates for Mustangs: 1965-1985
- Nominal Output: 55 Amps
- The voltage regulator is external mounted from the alternator usually on the inner fender.

2G

- Installation dates for Mustangs: 1986-1993
- Nominal Output: 75 Amps
- The battery charging output is through two spade connectors. ALWAYS REPLACE THIS CONNECTOR WHEN REPLACING A 2G ALTERNATOR WITH ANOTHER 2G ALTERNATOR.
- The connector and wire orientation for the voltage regulator is the same for the 2G, 3G, and 4G alternators (note: the 4G has one less wire though).
- The voltage regulator is internally mounted to the alternator.
- The stator connection to the voltage regulator is through an external (to the alternator) connection.

3G

- Installation dates for Mustangs: 1994-1998 (5.0L and 4.6L 2V)
- Nominal Output: 130 Amps
- The battery charging output is through a stud mounted on the back of the alternator.
- The connector and wire orientation for the voltage regulator is the same for the 2G, 3G, and 4G alternators.
- The voltage regulator is internally mounted to the alternator.
- The stator connection to the voltage regulator is through an external (to the alternator) connection. The stator wire connector is different between 2G and 3G alternators.
- Popular Swap for the 1987-1993 Mustangs since the regulator wiring and connector are the same. However the alternator bracket requires modification to clear the larger 3G case.

4G

- Installation dates for Mustangs: 1996- 2002 (4.6L 4V)
- Nominal Output: 130 Amps
- The battery charging output is through a stud mounted on the back of the alternator.
- The connector and wire orientation for the voltage regulator is the same for the 2G, 3G, and 4G alternators.
- The voltage regulator is internally mounted to the alternator.
- The stator connection to the voltage regulator is through an internal connection. One wiring connection therefore is removed.

2G



2G



3G



(Continued on page 9)

Update 5.0 Alternator (Continued)

(Continued from page 8)

6G

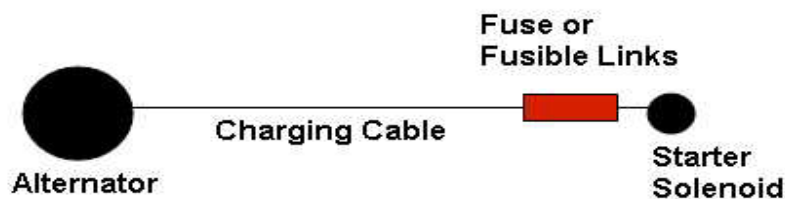
- Installation dates for Mustangs: 1999-2004 (4.6L 2V) and 2002-2004 (4.6L 4V)
- Nominal Output: 105 to 130 Amps
- The battery charging output is through a stud mounted on the back of the alternator.
- The voltage regulator is internally mounted to the alternator. The stator connection to the voltage regulator is through an internal connection. One wiring connection therefore is removed. Only gray or black regulators should be used as the white regulator requires controller from the ECM.
- For the 130A version the case size is reduced as compared to a 3G alternator. For a Fox bodied Mustang from 1987-1993, this allows the alternator to be mounted without modifying the alternator bracket.

Mechanical Connections for the new 6G Alternator

When installing the new 6G alternator the 2G lower mounting bolt can be reused. For the top mounting bolt there are two options. Either install a Heli-Coil into the mounting tab and reuse the original bolt or buy a new bolt, nut, and washers to use (3/8" diameter, 2 1/2" depth).

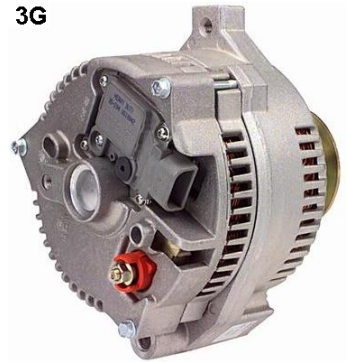
Electrical Connections for the new 6G Alternator

1. Many internet sites describe splicing in a 10 gauge wire for the main power charging wire that is routed back to the starter solenoid stud. **This is incorrect.** The stock Fox system uses two 10 gauge wires in parallel and for a 75 amp alternator this is barely adequate. Plus the stock wiring runs behind the airbox, along the top of the radiator, and under the battery (8-10 feet long). Starting with the 1994 Mustang, Ford used a 6 gauge wire with two 12 gauge fusible links in parallel at the underhood fuseblock. Ford also ran this wire across the top of the engine so the wire is no more than 36 inches long. They wrapped the wire in flex loom plastic and wrapped it in electrical tape. **It is absolutely mandatory to either use fusible links or the appropriate size fuse to protect the battery charging cable from a direct short to ground. The fusible links or fuse must be installed on the start solenoid/fuse block side of the cable.** I built a similar wiring harness except I used 4-gauge wire with two (in parallel) 4" long 12 gauge fusible links. I soldered and used heat shrink tubing for all connections, placed it in 1/2" flex loom, and wrapped it in electrical tape. I used a wire tie to attach the cable harness to the TFI module on the distributor, routed it behind the AC compressor and wire tied it to the AC wiring harness that runs to the driver side inner fender. My only concern is making sure that the heat from the AC compressor does not affect the wire. Ford lowered the position of the AC compressor in 1994 Mustang and the charging cable sits above the plastic reservoir for the power steering pump. My alternator connections are in the 4 o'clock position. When I told the person I bought my alternator from it was for a 1991 Mustang I expected to have the connections at the 12 o'clock (top) position (like in a 94-95 Mustang). This makes the wiring a little more difficult. My charging cable loops back towards the driver side with a gentle bend. I ordered an insulating boot to make sure a short circuit could not occur with the charging cable.



2. The alternator I bought came wired as a 'one wire' alternator. This may be OK for a street rod but I wanted to use the other features of the regulator (charging indicator on the cluster and proper voltage feedback). For the 6G regulator the middle pin is not used (old stator connection (S)). Given Ford's reluctant to change regulators you can see on the websites the wiring plug is the same for 2G thru 4G (positions, wire colors, etc.). The 6G uses a different connector but the pin orientation is the same as the 2G, 3G, and 4G.

(Continued on page 10)



Goodwood (Continued)

(Continued from page 1)

our being able to talk with the owner in a few minutes as SURELY they would be going to the Gribble as well as the road offered connection to precious little else. Our fearless driver was determined to show that the Focus holding the 3 of us would negotiate the road well drove away from the Shelby, and to our disappointment, the Shelby turned into a lane leading to what must be the owner's home. Disappointed, but hungry (and thirsty) we went to the Gribble – home of such barley malt amber liquids such as Plucking Pheasant, and Fursty Ferrett – brewed on the spot. Shortly after settling in at our reserved table Randy exclaimed – THE SHELBY JUST DROVE IN!!!!!! We headed for the door to go meet the owners and introduce ourselves. Randy went one way, I went the other and we missed them completely – there are many entrances to the Gribble. Undaunted, we simply started asking everyone in the pub if they were the driver of the Shelby that just drove in, and having queried all the folks in the bar area and beginning to believe we had somehow missed them, we headed back to our table where Randy, doing what he does VERY well – talking to people, had found the couple at the table next to ours. Allow me to introduce you to our fellow Shelby owners, Dave & Deb Franklin, owners of 6S771, yes, it is a race-prepared car sporting a center mounted electrical console, roll bar, race seats and harnesses, and a serious motor – which must meet more stringent standards than those applied in the US, including requiring cast rocker arms and a dual point distributor. It is truly a nice car and Dave and Deb are proud of it. Dave and Deb were visiting Goodwood from their home in Bristol, England because Dave drives a lightweight, Low Drag Jaguar XKE in the TT race, a 1-hour, two-driver race. Yes, Dave is truly a racer having been invited back each year of the Revival of Speed. Deb described Dave's attitude as one wherein he cannot relax until he gets his invitation to participate in the Revival.

This was a great discussion, and then, they then introduced us to their eating companions for the evening, it got even better. Sam and Linzi Smart were at the table. Sam and Linzi are the owners of 5S303. Sam is an accomplished driver, but is an even better car prep and tuner of vintage cars. We enjoyed the conversations with all 4 of our newly found friends from England. Sam and Linzi's car MAY have been in the "car park" and I photographed it. Sam bought the car in Switzerland in 1990. See the Goodwood 07 pictures on the Flickr site once I get them posted.

The next day as we were taking the tram from the entrance back to Lavant corner (a hike of just under a couple miles), a man wearing a Ford GT T-shirt got on, and after I commented on liking his choice of apparel, he commented on our Shelby logos. It turns out this man is a '66 Shelby Concours judge from the nationals. Charlie and Randy continued the conversation.

The track action was simply amazing. MY highlight of the event being the sedan race that features 427 Galaxies (3 of them), (3) Mustangs, one Barracuda, one Dart, a '64 Comet, MiniCoopers, Lotus Cortina's – one being piloted by Sir Sterling Moss, and Jaguar Sedans round out

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Attendees dress in period clothing at the Goodwood Revival



Three wheel car pulling a mini travel trailer, one of many unique vehicles at Goodwood



This might be Sam and Linzi's 5S303, purchased in Switzerland in 1990



A 427 Galaxie about to lap two cars at 150+ MPH

2007 Woodward Dream Cruise

Text and photos by Mike Nyberg

I left our house in Oxford (about 12 miles north of the Auburn Hills Palace) at 7:00 am, to begin the trip to Birmingham for the 2007 Woodward Dream Cruise, in my Yellow 1970 BOSS 302. A Black 1957 Chevrolet Convertible and a Red 1965 Mustang Convertible with a white top were leaving our subdivision the same time. I followed them to the main highway, M24. A 1965 Red Pontiac GTO joined the group as we entered M24 heading south. I had never seen the cars before. The group of four cars caravanned 12 miles, until I took the ramp to I-75 and the other three cars continued onto Pontiac. I thought it was neat to travel with three automobile icons of the 50's and 60's.

I arrived in Birmingham at about 7:45 am and have a reserved spot on Hazel Street, which runs east/west between old and "new" Woodward, on the north side of the 555 Building. Four SAAC-MCR members had spots there among the Great Lakes Cobra Club member's cars. It is a great spot, you can sit behind your car and watch people look at and make comments about it. Or, if you are willing to leave your car you can sit at the edge of Woodward and watch the cruisers go by. Also, the location is close enough to the center of the Woodward Dream Cruise (Woodward and 13 Mile Rd.) you can walk to it and see all the cool cars along the way, the after market automotive supplier's displays and OEM attractions. John Yarema and I saw Phil Jacobs and Jim & Bonnie Mittle on our way back from 13 Mile Rd.

Craig Shefferly parked near me, so we decided to walk to Shain Park to see if any SAAC-MCR members had their cars on display. We found several club member's cars there and took pictures of them. We, also, participated in one of the games Ford had to promote their products. We discovered on our trip back to our cars that a couple of SAAC-MCR members had their cars parked on old Woodward, just

(Continued on page 13)



Bill Cook next to his 1970 Medium Blue Metallic BOSS 302 in Shain Park.



Mike Radonovich next to his Shelby GT350 clone on Old Woodward in Birmingham.



Dick Soules is the original owner of this 1969 Shelby GT500 in Shain Park.



Craig Shefferly next to his 1967 Dark Blue Shelby GT500 on Hazel Street in Birmingham.

Woodward Dream Cruise

(Continued)

(Continued from page 12)

south of Hazel Street. Ben Scheiwe and his wife Jann stopped by and talked to us.

Based on the large number of people looking at our cars, people walking along Woodward, cars parked and moving slowly up and down Woodward, I believe it was one of the better years for participation in the event.



Randy Burns, 1968 Acapulco Blue Shelby GT350 Convertible in Shain Park.



Mike Lauer next to his Red 1968 Shelby GT350 on Old Woodward in Birmingham.



Ed Ludtke's 1970 Grabber Blue BOSS 302 in Shain Park.



Left: John Moore next to one of the STEEDA Mustangs he prepares, on display in Shain Park.



Left: Jim Binder next to his Guardsman Blue Superformance Cobra and John Yarema next to his 1965 Mustang on Hazel Street in Birmingham. Two of the three members of the Terlingua Racing Team Club in Michigan.

Above: Mark Storm next to his Grabber Orange 1970 BOSS 302 in Shain Park.

2007 Rolling Sculpture Car Show

Text and photos by Mike Nyberg

Each year in mid-July downtown Ann Arbor hosts an excellent car show. Ann Arbor Parks Department in cooperation with Bill Crispin Chevrolet, Main Street Area Association and the Downtown Development Authority presented the 13th Annual "Rolling Sculpture Car Show" on July 13, 2007. More than 400 exotic, antique, classic and concept cars parked on Main, Liberty, Fourth and Washington in the heart of downtown.

The Show begins at 2:00pm and lasts until 10:00pm. We arrived about 1:30pm and had to wait in line until 2:00pm. before we could get a parking spot. We got a good parking spot on Washington along side two friends, who each brought a beautiful Corvette.

The weather was perfect for a car show, not too hot and NO RAIN. There are many nice restaurants in the car show area. You can eat inside or many restaurants have sidewalk cafes. We brought our own refreshments and bought sandwiches to eat outside, near our cars.

Thousands of people attend the show, so it is fun for the car owners to watch the attendees. You get a variety of comments about your car from "I used to own one of these" (resulting in a long conversation) to "I missed an opportunity to buy one like this for a cheap price". Or "my buddy in high school had one like this and wrapped it around a tree" and my favorite "Is this a real (what ever kind of car you have)?" The ladies make comments about the interior and men ask questions about the engine.

We walked around the car show to see the variety of vehicles. I saw Randy Burns' 1968 Shelby GT350 Acapulco Blue Convertible, he wasn't around when I stopped to look at his car. I ran into three other

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The crowd gets heavy in the late afternoon and continues until the end of the show



Kathy Betki's 19?? Shite Sunbeam Alpine after the hot dog stand was set up behind her car.



Erin Garzaniti is talking to two spectators about her 1964 Cobra 289, CSX7029.



Randy Betki's 1965 ERA Corba Replica with a 427 side oiler engine.

2007 Rolling Sculpture (Continued)

SAAC-MCR members at the other end of the car show Randy Betki, Kathy Betki and Erin Garzaniti. Randy had his ERA 427 Cobra and his wife Kathy had her 19XX Sunbeam Alpine with the newly rubbed out paint finish. Erin brought her 289 FIA Cobra. They no more than got their chairs set up behind their cars, when a vendor set of a portable hot dog stand next to them. The smell of the hot dogs must have driven them nuts.

Some cars leave before the end of the show, but, we enjoyed it so much we stayed until 10:00 pm and kept thinking about what a nice event it was, during our trip home. We plan to attend next year and hope more SAAC-MCR members will bring their fine examples of Ford products, to the 14th Annual Rolling Sculpture Car Show in 2008.



Randy Burns' 1968 Shelby GT350 Convertible



A Green 1968 Shelby GT500 KR



GT40 Kit Car at one end of the spectrum



The author's Yellow 1970 BOSS 302



A Rat Rod at the other end of the spectrum

SAAC-MCR Road Trip to Indy

Text & Photos by Ed Ludtke

Tim Young, Mike Nyberg and myself decided to caravan down to the Boss and Shelby Reunion Show at the Ford Steering plant in Indianapolis. We started off Friday morning in cloudy, humid conditions to begin the trip, but it quickly changed to bright sunshine and blue skies and the heat was building. The plan was to take I-94 to I-69 south right into Indy. There was very little construction except for right at the Indiana / Michigan border and we made great time. We got lots of thumbs up and smiles as we made our way south. Not too often you see vintage Mustangs running in formation on the highway these days. When we got into the Indy area traffic volume picked up and there was a truck accident that had things backed-up right at lunch hour. We followed the suggested route and made it to the Ford Steering plant in the SE corner of the city. The plant was celebrating its 50th year and the car show was part of their party.

Once we checked in, we all took the opportunity to check out the special vehicles in the executive garage. Well there were some very special one of ones and even a one of "none" on display. The one Cyclone Spoiler prototype was put together from parts and had an experimental VIN plate. There was a 1970 Torino King Cobra from the same owner. The "one of one" Shelby GT350 with a Boss 302 engine was there with all of its paperwork. The plan was to build 20 Shelby's and it was cancelled after this one car was built. A very original Grabber Blue Boss 302, fresh from the Mustang Monthly feature article was on display and I spoke to the owner on how much NOS Boss parts cost these days and how difficult it is to get them. Those who know me know I'm anything but a NOS kind of guy, but I can sure appreciate the workmanship and dedication it takes to do one of these cars. It was nice to have the two ends of the hobby on display at the show, as my car has been modified to my taste and little is still original outside of the main body structure and the Magnum 500 wheels.

The highlight of Friday was the evening Pony Drive arraigned by the show directors. We left the plant and took a short tour of the Indiana country side, using a combination of nice two lane roads and some twisty stuff with 15mph posted curves. We also had a police escort who seemed to be able to be in two places at once. I asked the Sheriff Deputy the next day how he was able to be at the next intersection on the route, time after time. He replied, "I drive FAST"! We ended the cruise at the Washington Square Mall where on Friday nights they have a cruise-in with the local hot rodders. When we pulled in we were welcomed and they had a nice selection of cars. Customs, Rat Rods, Muscle cars and Restored gems all over the large parking lot. After a very hot day (95') it was nice to relax with a cool breeze and bench race with the friendly folks @ Indy.

Saturday was going to be another hot one; did I mention it was HOT at Indy? So the first thing I did once parked in the proper Boss row was set-up the canopy. The cars rolled in all morning and the lot

(Continued on page 17)



Several BOSS 302's on display at the Shelby and BOSS Reunion in Indianapolis, Indiana



Parnelli Jones (l) and George Follmer (r) signing autographs



R to L: Mike Nyberg's Yellow BOSS 302, Tim Young's Red 1968 Fastback and Ed's Grabber Blue BOSS 302 at the Washington Square Mall Car Show

Road Trip to Indy (Continued)

(Continued from page 16)

was filling with Bosses, Shelby's and any other Ford product you can name. Show judging was going to start midday and I gave the Boss a good once over as did most of the non-trailer queen owners. Parnelli Jones and George Follmer began their autograph session and the line quickly grew, they signed visors, hats, shirts, photos and all with smiles for the folks in line. I was able to get everything I brought along signed, but I was no match for the bundle that Mike Nyberg had, it was all he could do to carry it with his arms full. I was very pleased later when they both came out to the show area and posed for photos and told us stories of the Trans-Am days driving for Bud Moore and Ford.

I think the final total was 25 Boss 302's and 5 Boss 429's in attendance. It was a very nice turn out and a good cross section of cars. Mike Nyberg and I won awards in the street driven class and we both appreciated being recognized for making the long drive down to the show. It was also very nice to talk with the Ford workers in the plant and you could tell there was a great deal of pride in what they build and were proud of their plant being 50 years old. They enjoyed the car show and the fact we came down to help them celebrate the plants birthday.

The three of us went out that evening for a Mexican dinner and Mike had his car parked out front where we could keep an eye on it. I enjoyed watching all the heads turn and folks looking the Mustang over. It does help the yellow and black color is like bears to honey, a large draw. It was a great weekend, great weather and very friendly folks in Indy.

Sunday's trip home was without any incidents, not one problem with the 39 – 37 year old cars, respectively. We did notice a number of Indiana State Troopers as we went past at the posted speed limits, of course! I logged just under 600 miles on my Boss and it was the longest trip I had ever taken in the car. I did get 13+ mpg on average and I was very pleased with that. It was like going back in time and driving my first Boss 302, back then it was my only wheels and of course gas was a whole lot cheaper. Oh, well that is a whole other story for another time perhaps. I just can't wait for next year and another "Road Trip", enjoy one of your own, if you get a chance.



Shelby GT350 with a BOSS 302 engine, one of one



L to R: George Follmer, Parnelli Jones and Ed Ludtke laughing after Parnelli asked Ed how his A/C worked in his Grabber Blue BOSS 302 (It was 95 degrees F at the show and you could not get A/C in a BOSS 302)



Mike Nyberg with George Follmer and Parnelli Jones in front of Mike's Yellow BOSS 302



L to R: Terry brought his Yellow 1969 BOSS 302 from Colorado and is swapping stories with George Follmer, Parnelli Jones and Ed Ludtke

Wine Country Classic Vintage Race — June 2 & 3, 2007

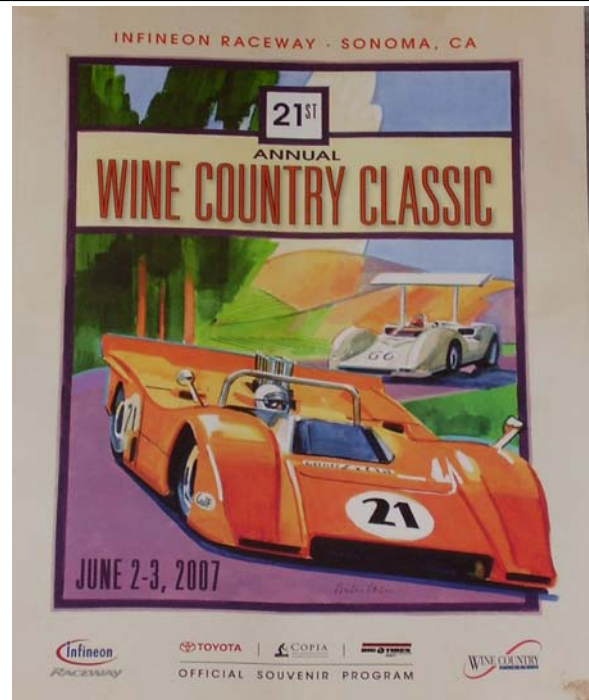
Text and Photos by Stu Cashman

Hello to all my friends at SAAC-MCR. Some of you may remember me, Stu Cashman, from my years as a SAAC-MCR member way back in the last century. After retiring from the Blue Oval in December of 1997, Babe and I finally settled down in New Smyrna Beach, Florida the next year. I have kept up with some of the club members, most notably Charley Safley and Tom Greene whom I helped a little with his efforts at vintage racing his GT 350 at Sebring and VIR this year, but that is another story. Mike Nyberg, a fellow Boss 302 owner, found out that I attended the most recent Wine Country Classic Vintage Race at Infineon Raceway (Sears Point) and asked that I write about my experience there for the newsletter, hence the following.

The Wine Country Classic is one of those laid-back California events that makes one wish for more. This is the second time I have attended this event, the first being in 2005.

It is usually held on the first weekend of June. The attraction for me, other than the beautiful northern California country with its rolling hills, vineyards, cheeses, restaurants, etc. has been the appearance of cars associated with the Historic Trans-Am Group which is based on the west coast and consists of owners of restored documented Trans-Am race cars which raced in the series from 1966 thru 1972. They maintain a strict requirement that these cars have a traceable Trans-Am history. Naturally not all of the cars were associated with a factory race effort, many were independently campaigned, but there were enough cars of both backgrounds to fill a grid of about twenty cars. The fact that I saw many of these same cars race for real, in their day, at MIS, Mid-Ohio, and other tracks, multiplies the thrill of seeing them again. Check out some of the pictures accompanying this article and you will see Bosses, Challengers, Camaros, (or is it Camaroes?, I never could figure out the plural spelling), Cougars, Javelins, Firebirds, etc., all beautifully restored and raced.

(Continued on page 19)



Trans-Am cars line up prior to race.

Trans-Am cars out of turn #1 and up the hill on first lap.



Wine Country (Continued)

(Continued from page 18)

Of course the Trans-Am cars weren't the only attraction. As seems to be the case with these California events, most unusual cars show up in large numbers. Of course there were the requisite Corvettes,



Ken Epsman's 1970 Dodge Challenger

Cobras, GT-350's, Jags, Healeys, and Porsches, but also there were vintage stock cars including a 1940 Ford, two David Pearson Torinos, several Chevys including one Chevelle that was dressed out like the famous Smokey Yunick 7/8ths scale cheater. Did I tell you that on two occasions I had the distinct pleasure of having sit-down conversations with Smokey at his shop? Another story for another time. At the other extreme were pre-war racecars, (remember, racecar spelled backwards is still _____ racecar!!!), including names like Frontenac Ford, Bugatti, Frazer-Nash, Riley Ford, Alfa Romeo, MG, Studebaker, National, and others. At one extreme of the spectrum were the Group 7 Can-Am cars represented by McLaren, Lola, Shadow, Cooper, etc.

The entry list included the following names some of you may recognize:

Vic Edelbrock	Bruce Canepa
Christi Edelbrock	John Morton
Camee Edelbrock	J. Bittle
Mike Eisenberg	Craig Jackson
Martin Swig	Pete Lovely
Bruce Leven	Craig Conley
Richard Griot	Phil Gallant

Admittedly, some of these names won't be familiar to most of you unless you are "Older than Dirt", but suffice to say that this event attracts some notable personalities.

The casual atmosphere attendant to most vintage events around the country continues to prevail at this one. Paddock access is included in the ticket, plus there was a wine and cheese tasting tent where various local vintners were set up for you to sample their wares, which I did to the utmost!!! I highly recommend this event to anyone interested in seeing a large variety of vintage racing cars in action.



Vic Edelbrock's 1969 Boss 302



Ken Epsman's 1969 Penske/Donohue Camaro



Brian Ferrin's 1970 Bud Moore Boss 302

Something to note, there is a plan to bring the cars of the Historic Trans-Am Group to the Amelia Island Concours next year, 2008. This would not only include the car show, but there was talk about staging a race for the Trans-Am cars at Sebring in conjunction with the event. This would be something to follow developments about and put on your schedule for next year. I'll be putting it on mine.

Ford GT National Rally II

Text and photos by Jeff Burgy

In August, 2006, new Ford GT owners from around the world gathered in Dearborn to celebrate the marque with tours of Ford production facilities in the Dearborn area prior to the official end of production that was slated for September, 2006. Nearly 100 of the very fast, very exotic new GT's showed up for that event. The car's owners were treated to tours at Saleen Special Vehicles (SSV) in Troy while the production line was running, and at Ford's Wixom Assembly Plant on the weekend while the line was still up, but not running. There they got to see how the cars came down the line, and how they were assembled. They also had several opportunities to talk to many of the designers and engineers from Ford that were involved in the new Ford GT Program. The event was so successful, that the GT owners clamored for a follow-up Rally for 2007.

GT Rally II was slated for the first weekend in August, 2007, in Newport Beach, CA. The event was planned to be close to Saleen's West Coast facility in Irvine, CA. By all accounts, GT Rally II was a smashing success, too.

On Wednesday evening, there was a Cocktail Reception party at the luxurious Fairmont Hotel (the host hotel for the event) in Newport Beach. In the outdoor meeting area, several GT's that had been customized by Gennadi Design group were on display. Gennadi has been authorized by Ford to make roadster conversions on the new Ford GT's, that Gennadi calls the "GTX1" (after a roadster model of the original Ford GT40 built in the sixties). There was a "Candy Chrome Red" GTX1 roadster on display there that was just too beautiful to describe. The paint looked a mile deep, and was shining so brightly, you couldn't take your eyes off it.

On Thursday, the group headed out to the former El Toro Marine Air Base just South of Newport Beach. The facility is no longer active as a military base, and has been in recent years used for automotive testing and market research clinics. The folks from Saleen set up a gymkhana course out there for GT owners to try their hand at (with fully instrumented telemetric graphs of results) running through the cones. Saleen also provided a number of their Mustang variant supercars to take people for rides in on the course. The afternoon was topped off with a bountiful buffet meal at the track. Thursday evening, attendees were able to discuss technical aspects of the GT with Ford designers and engineers back at the Fairmont.

On Friday, a road rally (spanning nearly 200 miles of CA highways and byways) took the new GT's from Newport Beach east to Lake Elsinore, North to the Angeles Crest Forest, and then ended up in downtown LA at the Petersen Museum. The scenery on the road trip was absolutely breath-taking. Lots of nice two-lane twisty roads, where you'd really like to be able to "open-up" a GT, or a Shelby or Cobra. The roads through the Angeles Forest are beautiful, too – but there's not much room for error if you take a turn too quickly. Coming back to LA to the Petersen, we did run into some LA traffic, but we were sched-

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The "Candy Chrome Red" GTX1 from Genaddi



Ford GT's run thru the pylons at El Toro



"IsaakGT" 's GT – the one I rode in for the 200 mile Road Rally

Ford GT Rally II (Continued)

(Continued from page 20)

uled to get to the Museum after closing anyway, for a private party. We had the Museum all to ourselves, with an open bar and food, to boot. The GT owners were treated to a special appearance by none other than the Man, himself, Carroll Shelby. Shelby was a consultant to Ford on the new GT project (after all, he was the guy who was able to turn the original GT's into a successful race car), and has Workhorse Prototype #1 in his showroom facility in Las Vegas. Shelby shook hands and took pictures with many of the attendees. He also autographed a few huge Ford GT Rally II commemorative banners that were auctioned off for charity later in the evening.

On Saturday, arrangements were made with Ford Premium Automotive Group (PAG) to have the Ford GT be the featured marque for their weekly "Cars and Coffee" event on the PAG campus in Irvine, CA. "Cars and Coffee" used to be held at a small strip mall on California's Pacific Coast Highway across from Crystal Cove park. It was known as "Crystal Cove" back then, and regularly drew 2-300 of the most collectable and exotic cars you might expect to see anywhere past the fairways of Pebble Beach. Last year, the mall developers decided they didn't need the exotic cars anymore (now that everyone knows where they are) and cancelled the weekly show. Ford PAG graciously picked up the ball, and offered to allow the show on the campus at PAG. There's no view of the Pacific Ocean, but, there's a whole lot more room for a car show. A hundred plus new GT's were joined by a large contingent of GT40 replicas, and lots of other interesting and exotic cars.

For Saturday afternoon, the group was treated to an open house at Saleen's retail sales facility at Irvine Spectrum Mall, where Rally participants were able to enter a drawing for a \$2,000 glass table with a ¼ scale Ford GT fiberglass model for a base. For Saturday evening, the group took a four hour tour of Newport Bay aboard a luxury dinner ship. With a live band and plenty of cocktails, the group thoroughly enjoyed the evening.

If you have a new Ford GT, or know a friend who has one, you might want to check out the FordGTForum on the web for the latest and greatest (including social events) on the new Ford GT.

<http://www.fordgtforum.com/forums/index.php?s>

Many of the guys on the GT Forum are former Shelby, Cobra, or Pantera owners. I happened to meet one local Californian in Newport Beach at the Rally that told me "I remember you...I met you at SAAC III in Pasadena. YOU are the guy who got me interested in Shelybys! I had a Pantera back then, and visited with you and your wife at the SAAC Convention. Sometime after that, I bought a '68 GT500KR. I just sold my Shelby last year, and was able to buy a new Ford GT with the proceeds." Small world – eh?



Lunch stop in the Angeles Forest



Over a hundred Ford GT's gathered for "Cars & Coffee" Saturday morning at Ford PAG campus in Irvine



Carroll Shelby has a few words with Jamal Hameedi, SVT Program Manager for the Ford GT and Shelby GT500

Goodwood (Continued)

(Continued from page 11)

a field of approximately 50 cars for one race. My prediction is: Jean Marc Gounand will be heard of by even us folks in the US soon. This man can flat drive – anything. He drove the Barracuda in the St. Mary's trophy race and was running third behind the pair of Alan Mann prepared Mustangs. The Jag Mk1 sedan broke an axle and oiled down the entrance and apex and runoff area of Lavant turn, and by now, the front five-some, The 2 Mustangs, the Barracuda and the pair of 427 Galaxies (one driven by Jackie Oliver) were headed into the corner before the oil flag got out. The pair of Mustangs both spun off into the kitty litter and became DNF's as they were buried to the door-sills, both 427 Galaxies spun, in synch, never touching each other, and avoided the gravel trap. The Barracuda was headed full boogie into the turn, and as he slowed to enter, the car went sideways – he saved it, and not only didn't take a race-ending trip into the gravel trap, but managed to keep 3 of the 4 wheels on the race surface – despite having the car MORE than 90 degrees to the direction of travel- I managed to capture this picture, take a look and you WILL be impressed – I was. Clearly, this race rocked. And there was MORE. Got a couple hours, I'll tell you some highlights as we go through the 1100+ pictures.

Back to people stories: We handed out T shirts to some "locals" in England who demonstrated an appreciation of Shelby's cars and Americans visiting their country. Connie who ran the beer pub at the back of Lavant turn got our AFGR, American Fans of the Goodwood Revival T shirt because of her outstandingly happy outlook and welcoming our presence. She was very happy with her T-shirt gift.

One thing I took away from this experience is that no matter where a Shelby club member goes, there are friends with a common bond that we simply haven't met yet.

Oh, and about that FM walkie-talkie thing. Randy and Kathy volunteered to pick me up at the airport, Heathrow airport, one of the biggest airports in the world – and all we needed to do was to talk to one another on the walkie-talkies. The pre-arranged channel was 10, in honor of the 10th anniversary of Goodwood Revival of speed. We were all set. Except I had my radio set to channel 10 subchannel 1, not subchannel 0 where the rest of our Goodwood gang was operating. Fortunately, I just kept broadcasting hoping that the Betki's could hear me, despite my not being able to hear them. They did hear me and within a few minutes came charging to the rescue – I was ****VERY**** glad to see them.

Yes, we had a really good time, yes, we are ready to do it again, - photos available on the Flickr site.

Photos at Right: This is the sequence I like the best. Maybe you had to be there to fully appreciate it, but NO ONE dented a damn thing on this turn, what could have been a big mess. Something about putting some REALLY talented drivers in even old cars, and the results still show that the best drivers have the best car control. I was and remain impressed.



Goodwood (Continued)



Daytona Coupe, 1 of 6 in the world, and the ONE in the race



Wilment coupe piloted by Desiree Wilson and Lyn St. James to 3rd overall



GT40 in the paddock



Goodwood Trophy Race



GT40's in third and fourth, #15 took 1st overall as the BB Chevy faded



Shelby Cobra, one of MANY



Connie likes her T-shirt

See more Goodwood 07 pictures on the Flickr website

SAAC-MCR 2007 Abridged May Financial Report

by Craig Shefferly

Item Description	Aug-07			Aug. 2007 Year to Date			Aug. 2006 Year to Date		
	Income	Ex- penses	Income O /(U) Exp	Income	Expenses	Income O /(U) Exp.	Income	Expenses	Income O /(U) Exp.
1. Annual Membership				\$2,180.00			\$1,655.00		
A. Newsletter					\$751.19			\$627.44	
B. Hot Line Phone								\$196.08	
C. Calendar					\$21.78			\$399.75	
D. Membership Cards									
E. Mailing Newslet- ters and calendars to Late Members								\$15.00	
F. Club Insurance					\$1,165.84			\$1,576.84	
Sub Total	\$0.00	\$0.00	\$0.00	\$2,180.00	\$1,938.81	\$241.19	\$1,655.00	\$2,815.11	(\$1,160.11)
2. Monthly Meeting Food		\$101.68	(\$101.68)		\$1,311.80	(\$1,311.80)	\$85.00	\$1,628.24	(\$1,543.24)
3. Holiday Party				\$1,640.00	\$2,146.20	(\$506.20)	\$2,000.00	\$3,511.50	(\$1,511.50)
4. Waterford Fall Picnic									
5. Programs									
A. Swap Meet				\$1,711.00	\$361.46	\$1,349.54	\$1,561.00	\$784.92	\$776.08
B. Show 32				\$4,066.00	\$3,421.94	\$644.06	\$5,997.00	\$3,395.74	\$2,601.26
C. Go 32				\$3,550.34	\$3,638.48	(\$88.14)	\$2,927.29	\$3,237.00	(\$309.71)
D. GingerMan									
E. Labor Day Classic								\$200.00	(\$200.00)
F. Harvest Happening				\$3.00		\$3.00			
6. Club Jackets				\$140.00	\$422.18	(\$282.18)	\$855.00	\$321.50	\$533.50
7. Club Pins & Patches				\$35.00		\$35.00	\$12.00		\$12.00
8. Club Golf Shirts				\$240.00	\$312.00	(\$72.00)	\$536.00	\$122.00	\$414.00
9. T-shirts Shirts				\$162.00		\$162.00			
10. Misc.					\$5.00	(\$5.00)			
11. DVD Recorder					\$25.64	(\$25.64)			
Totals	\$0.00	\$101.68	(\$101.68)	\$13,727.34	\$13,583.51	\$143.83	\$15,628.29	\$16,016.01	(\$387.72)
Beginning Cash on Hand			\$4,652.85			\$4,407.34			\$4,933.10
Ending Cash on Hand			\$4,551.17			\$4,551.17			\$4,545.38
		Ck book	4,511.17						

SAAC-MCR Meeting Minutes *by Kurt Fredrickson*

July 12 MEETING MINUTES

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

New Faces: Doug and Amy Blake, they are retired and bought an '07 Shelby GT. Also, Richard Nash, Martha Waroway, and Tyler Seaman, Jeff and Becca's new son.

Competition Dir: We have teamed up with SVTOA for the next track event at Gingerman. The next club track event is Saturday September 1st at Waterford.

Financial Report: Craig Shefferly said we have around \$5100.

Editor's Report: Mike Nyberg sent out Newsletters and thanked all members that contributed articles.

National News: Jeff Burgy attended Salt Lake City SAAC National at Miller's Sports Park. Many GT 40s and New Ford GTs were there running the track.

Show Dir: Gary Roys had no current news.

Club Web Site still going strong.

Membership Dir: Rich Tweedle Numbers are not available.

Tech Talk: Erin was having cooling issues with her Cobra and brought her water pump in for possible answers to her problem.

August 2, 2007 MEETING MINUTES

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

New Faces: Bill Chapman, who owns a 91 Mustang, and Arlene Jacobs.

Financial Report: Craig Shefferly said we have around \$4600.

Editor's Report: The proposed article list was passed out for the next issue. Articles are due September 6.

National News: Jeff Burgy was unable to attend, but John Guyer took his place. He had attended the Ford GT reunion at Miller Motor Sports Park in Salt Lake City and it was HOT!!!!!! Turn out was down a bit due to the heat. Next year SAAC is in Virginia or New Jersey if the new track is completed.

Club Web Site: Up and running smooth as usual thanks to Dean.

Membership Dir: Rich Tweedle unable to attend, no numbers available.

President's Report: Tom Greene still working hard for Ford in Europe.

This and That: Steve White talked about his running in the Gingerman SVTOA/SAAC-MCR. They had some street/race cars that were running EXTREMELY FAST!!! Steve was running his '96 Mustang Cobra and he is no slouch, and they were passing him.

September 6 2007 MEETING MINUTES

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

New Faces: None

Competition Dir: Darius Rudis said Labor Day Classic was a great event and we made a little money.

Tech Talk: We talked about a 289 that was over heating and how to correct the problem and Jeff Burgy talked about a GREAT Web Site with articles written on how to keep your 427 Cobra rear suspension in good repair and strengthen all the components also , the Web Site is www.clubcobra.com

Financial Dir: Craig Shefferly said we have around \$4500.

Editor's Report: Mike Nyberg reviewed the status of the articles for the next newsletter, which will be published in October.

National News: Jeff Burgy talked about the SAAC National he attended and told us some experiences that happened there and that their were 100 Ford GT 'S there at a California event with Saleen that was memorable. Next year SAAC is in Virginia or New Jersey if the new track is completed.

Club Web Site: Up and running smooth as usual thanks to Dean.

Membership Dir: Rich Tweedle we have 125 Members

President's Report: Tom Greene still working hard for Ford in Europe.

This and That: Randy Betki and also Charley Safely vacationed in England and hooked up with Tom Greene to attend the GoodWood Vintage Race for pre 1966 race cars , Randy talked approximately fifteen minutes about his week long vacation in England pertaining to the races and his experience driving on the roads in England, October 13 all are invited for the Fall Color Tour and Chile Tasting party at Lake, Michigan. More details will be emailed in October.

Discussion about the EPA requiring a reduction of Zinc in motor oils and that it will harm the Hipo engines running flat tappet cams unless you run the motor with an additive that contains Zinc on motor oils designed for flat tappet cams.

Update Alternator *(Continued)*

(Continued from page 10)

Here are the best links I found while doing my alternator upgrade.
Use with caution as I can not verify all claims made on these sites.

www.pa-performance.com

Manufacturer of high performance alternators and starters.

<http://fordfuelinjection.com/?p=63>

Good site with descriptions and diagrams of each generation of Ford alternator.

<http://rjminjectiontech.com/?p=7>

Sells various parts for Ford alternators located in Lansing, MI. Excellent customer service.

http://www.geocities.com/smithmonte/Auto/3G_130A_Alternator_Upgrade.htm

There is some discussion of the 4G regulator which is very similar to the 6G I installed.

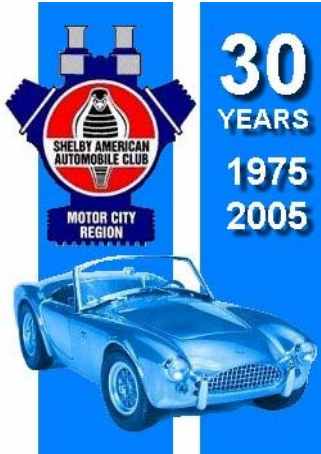
<http://www.corral.net/tech/maintenance/130a-tech.html>

<http://www.fordmuscle.com/archives/2004/07/6GAlternator/>

http://synistemustang.net/50_mustangs/diy_3g_alternator-t70.0.html

<http://www.mustangmonthly.com/howto/26599/>

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



Dedicated to the preservation, care, history and enjoyment of the automobiles produced by Shelby America and/or Ford Motor Co.

Monthly Meeting,
First Thursday of
ea. Month
7:00 pm at Mama
Mia's Restaurant
27770 Plymouth
Rd., Livonia, MI
West of Inkster Rd.

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

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Technical Editor: John Logan

We're on the Web!
www.saac-mcr.net

2007 Events Calendar

	<u>Spetember</u>	16	All Mustang/Ford Show, Birch Run, MI
7-9	Frankenmuth AutoFest, Frankenmuth, MI	16	Downtown Milford Car Show, Milford, MI
8-9	Old Car Festival, The Henry Ford, Dearborn, MI	29-1	Northwoods SAAC Open Track, Joliet, IL
9	All T-Bird Day, Wilson Barn, Livonia, MI	30	Scholz Autofest, Capac, MI
9	Battle of the Brits, Sterling Heights, MI		<u>October</u>
14-16	Super Swap Meet, Canfield Fairgrounds, Canfield, OH	7	SAAC-MCR Open Track, Waterford, MI
14-16	Elkhart Lake Vintage Festival, Elkhart Lake, WI	13	Fall Swap Meet, Auto City Speedway, Clio, MI
14-16	Elkhart Lake Vintage Festival, Elkhart Lake, WI	13	Fall Color Tour at John's and Trish's Home, Lake, MI
15-16	SVT Open Track/Show @ Gingsman, South Haven, MI	21-27	Dream Garage, Gilmore Museum, Hickory Corners, MI



Vito, you are supposed to take pictures standing up, not lying down! Vito Campanaro taking reference pictures for his BOSS 429 restoration project, at the Shelby and BOSS reunion in Indianapolis Indiana.

Photo by Mike Nyberg

November

- 10-11 Pro-Formance Swap Meet, Canton, OH
- 24-25 All Ford Super Swap, Columbus, OH

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