



30
YEARS
1975
2005

Shelby Life

Shelby American Automobile Club – Motor City Region

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The President's Corner SVT Raptor Report by Tom Greene



SVT Raptor stirring up some dust during the Baja 1000

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Prologue by Tom Greene – provided to help put this chronicle of a successful production truck into perspective:

One who has not been part of the desert race scene and has not personally participated in and viewed “the life of a desert racer” cannot have the appreciation of what the Raptor truck means to those who saw its performance at the inaugural outing. To gain the acclaim of the desert race community which generally has little regard for any stock truck – because they know what it takes to make one last in the desert race environment is unprecedented. The SVT Raptor won their respect and their hearts in the very first outing. And the production Raptor drew equally admiring accolades from the wizened participants.

Well done team SVT

November 25, 2008

Trip report by Jamal Hameedi, SVT CNE
(But in the style of the famous Tom Greene re-caps!):

As the decision to go race the Baja 1000 (as part of the engineering development program) was made relatively late - Foutz Motorsports was chosen to build the truck and had only 3 months to build, test, develop and prep it. These steps were needed in addition to developing a logistics plan around 3 different race teams coming together (Steve Olliges - Team Ford; Randy Merritt - Mongo Racing; and Greg Foutz - Foutz Motorsports). Complicating the task, we didn't have a lot of production Raptor parts available for them to build the truck. This group also had to support the media reveal of the production Raptor in Las Vegas at SEMA. So to significantly understate the task – it was an extremely tall hill to climb from the get go. The truck ran in anger in late October, only a few days before SEMA.

We decided that the truck was to remain mostly stock - much in contradiction to the prep level of a traditional Class 8 truck. Modern Class 8 trucks don't share suspension pickup points or really much of anything with the production truck upon

(Continued on page 14)

Harvest Happening Open Track Event

Text by Mike Nyberg based on an interview with Darius Rudis

Photos by Rich Tweedle



From Left to Right: Darius and the open track enthusiasts from AVL; Scott Bentham, Stephan Kruit, Geoff Jeal, Chris Hennessy (in wheelchair), Ram Chandrasekaran, Steve Parkin, Rick Mammel, Bryan Theisen, Lee Gibson, Matt Elliott, Jonathan (JP) Parker.

Sunday October 5, 2008 was a perfect fall day for a SAAC-MCR open track event. A total of 46 drivers participated in the event. There were a wide range of skill levels from new first-timers, some with limited experience, to seasoned veterans enjoyed the opportunity to experience performance driving in a safe and organized event.

There were 11 drivers that work for AVL and they brought 4 friends, for a total of 15 drivers. They helped make the Harvest Happening our most successful open track event of the year. AVL is the world's largest privately owned and independent company for the

development of powertrain systems with internal combustion engines as well as instrumentation and test systems. A HUGE thanks to Scott Bentham, who drove a Silver 2005 Subaru STI and coordinated the AVL group. Many of the AVL drivers thanked Darius for the well coordinated event, either in person, or in email. They all stated it was much better than anticipated, and will be back next year!

70% of the Harvest Happening participants were non SAAC-MCR members, therefore it is important for us to encourage non-members to participate in our open track events to be successful.

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Membership Report by Rich Tweedle, Membership Dir.

SAAC-MCR Membership Status: We Have 119 members

New members include: John Kesner and Dick Simpson

Harvest Happening Open Track Event (Continued)



Darius Rudis in his 1989 Mustang LX open track car trying to catch Jim Mittle in his Z06 Corvette. Jim isn't showing his very fast secret line, while Darius is behind him. Jim only uses it when he is behind Darius.

(Continued from page 2)

All of the A-Red Most Experienced run group guys pitched in and took rookies out for their first two laps to show them the line. We had so many first timers, that we did a "scheduled pit stop." The entire D-White Novice run group started under yellow with instructors in their driver's seat, showed them 2 laps, then the entire field stopped in hot pit lane and swapped out the instructors back to owners/drivers of that group, then proceeded back out under green.

Jim Mittle in his Z06 and Darius in his 89 Mustang were tearing up the track and having fun chasing each other. Jim said when Darius follows him, he doesn't use his "secret faster line" (so Darius doesn't see it and catch him), but if/when Darius passes, then he makes use of the "secret fast line" and stays right on Darius' tail (cause Darius cannot see/steal his secret weapon).

Shea Burns gave Darius a few laps in his BMW M3 NASA racecar, and after Darius banged his helmet several times on rollbar (no padding) decided to call it quits and pit.

Phil Jacobs came out with his son and their 2006 Mustang GT to take in a 1/2 day of track time. Nice to see Phil on the track again.

Darius took only a few sessions to run the track. After the neighbors called about the db of exhaust TWICE, and the Sheriff called the track, Darius was already off before they black-flagged for sound.

All the participants would like to thank Will Weber for purchasing and preparing the excellent lunch. SAAC-MCR wants to thank all the participants for making the Harvest Happening a very successful event. We hope to see everyone again at the first 2009 SAAC-MCR open track event, scheduled for June 1st.



Will Weber going through the esses in his White 1989 Mustang LX Street/Open Track Car, after preparing an excellent lunch for all the Harvest Happening participants.



Rick Vander Heide is relaxing between his run group sessions. His Blue 2007 Shelby GT500 is in the background.

SAAC-MCR Fall Colour Tour

Text by Bill Cook, photos by Bill Cook and Rich Tweedle



Some SAAC-MCR members met just north of Clarkston to begin the color tour to Lake, MI. Cars and their owners Left to Right: Black 1996 Mustang SVT Cobra - Steve & Cathy White, Blue 2006 Mustang - Rich & Sandy Tweedle, Silver 2007 Mustang - Bill & Mary Lynn Cook and Black 2006 Focus - Craig & Bonnie Shefferly

On Saturday, October 11, SAAC-MCR members descended (ascended - as most were from metro Detroit) upon the John Guyer and Trish Judson's Big Norway Lake Autodrome for our 2008 Fall Chili party.

The annual tradition of sampling and voting for our favorite chilis, making up stories about cars and eating more chili was proudly continued.

The weather was beyond perfect and so were our hosts. The Fall cool air was quickly dismissed by the rapid chili consumption. After 5 hours of eating, everybody headed over to BNL for a relaxing afternoon of cruising (in boats, of course). As darkness arrived, everybody gathered around a huge, roaring campfire to share more stories before calling it a day.

In a true tribute to the nearly 20 different chili recipes consumed (and those that consumed them), a prominently displayed large container of Tums remained essentially untouched throughout day.

PS - In case you are wondering where Big Norway Lake is...it's not far from Little Dollar Lake, Doc & Tom Lake and Shingle Lake.

Ah, good times...good times.

Go to the following website for more photos:

<http://www.saac-mcr.com/main/2008chili/>

Photo at the Right: Everyone tasting the 14 different chili recipes to determine the best one.



In the Background: The host, John Guyer, announcing the chili pots are ready for tasting. At the Right: The hostess, Trish Judson, is standing in front of another table of chili pots. In the foreground, Craig Shefferly, can't wait to get started.





Cathy White's prize for the best chili this year was a 3 foot long table runner made like a chili. It is hand quilted in various red fabric strips with a green appliquéd stem. On the back is embroidered Chili Champ, 10-11-2008, from Trish. Also included were two pot holder made from chili pepper fabric and two dish towels with appliquéd peppers on them. A very beautiful hand made prize from Trish.

HAWAIIAN CHICKEN CHILI

2 ½ lbs chicken	1 (24 oz) jar mild-medium picante*
2 Tbs. butter	1 (6 oz.) can tomato paste
2 garlic cloves, diced	3 Tbs. chili powder
1 large onion, diced	2 Tbs. cumin
1 large bell pepper, diced	1 ½ tsp. salt
2 (15 oz.) cans kidney beans	1 (20 oz.) can chuck pineapple drained and juice reserved undrained
1 (28 oz.) can diced tomatoes,	

1. In large pot or Dutch oven, melt butter and sauté chicken until almost cooked through.
2. Add garlic, onion and bell pepper and cook for 2 more minutes.
3. Add reserved pineapple juice and all other ingredients EXCEPT for the pineapple chunks.
4. Bring to boil, then reduce heat and simmer for 45 minutes, stirring occasionally.
5. Remove from heat, stir in pineapple and serve immediately. Or let set overnight and reheat the next day.

*I used peach mango salsa to give more Hawaiian flavor.

Photo to the Right: The day ended with friends and neighbors around the bonfire sharing conversation.

Fall Colour Tour (Continued)



A group of Colour Tour participants enjoying a boat ride on Norway Lake. Left to Right: Tom Greene and Host John Guyer. In the background; Bonnie & Craig Shefferly and Rich & Sandy Tweedle.



Left to Right: Bonnie Shefferly and Phyllis Greene enjoying a relaxing boat ride on the lake.



2008 SEMA Report

Text and Photos by Mark Storm

Let me first begin by saying that it was actually warmer in Detroit than it was in Las Vegas for my annual trip to SEMA the first week of November!

Working on a limited two day visit, I had to maximize my time and efforts to get the most out of this year's show both personally and professionally. Having recently joined the staff at PowrMAG Enterprises, (an online automotive enthusiast publishing company) and preparing for the January launch of its' first title: PowrFORD, it was critical to attend the show. SEMA provided me with the perfect opportunity to meet with both former and potential new clients. *I will keep the club updated on the progress of PowrFORD and how each member will be eligible to enroll for a FREE subscription!*

Attendance was down considerably for SEMA this year as you might expect, but considering the current economic status it was still well attended. I even overheard comments from exhibitors that more business was actually taking place with fewer "tire kickers". This year SEMA chose the Camaro as their feature car of the show (*hopefully it will be the 2010 Mustang next year*) and there were many historic race, vintage, and upcoming new models on display throughout the show. Amongst the various custom current manufacturer offerings featured, there was also quite a bit to see outside of the convention center. They ranged from a Blown 1970 Rolls Royce and George Barris' Ghost Busters Ambulance to a display of 1960's vintage Dragsters, there were many cars drool over. *This is definitely a must see show for any auto enthusiast!*

This year's Ford booth was dominated by the Flex; Galpin Motorsports, 3dCarbon, KalKoncepts, and others brought their custom efforts to display. The remainder of the booth featured the F-150 SVT Raptor, the Cobra Jet Mustang, a few tuned Focus models, and a severely customized Mustang GT by Galpin called the "Scythe". There was also a really neat Ford Transit conversion by H&R Springs, Dan Webb's Golden Submarine, the all new 1969 Mustang body from

(Continued on page 7)

George Barris' Ghost Busters Ambulance



1960's Vintage Dragsters



Hot Rod Magazine's Customized Ford Flex



H&R Springs Ford Transit



CDC's Bullitt Themed Flashback '67 Mustang



2008 SEMA Report

(Continued)

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Dynacorn, and a 1970 F-100 & Mustang Fastback from the NPD collection. Later Tuesday evening we once again returned to the Ford booth after hours for an invite only party. This was a return of the annual Ford SEMA party after it had been on a brief one year hiatus. Bob Adams once again did a great job in facilitating this event and it was great to spend the evening with friends from Ford like: Robert Parker, Kate Pearce, Jamie Allison, Mickey Matus, Andy Slankard, Jesse Kershaw as well as fellow SAAC members Austin Craig, J Bittle, and George Huisman.

It should be noted that of the many awards presented at SEMA annually our friends, Scott Hoag and George Huisman both received manufacturer design achievement awards once again. MRT received Ford's Outstanding Design Achievement Award for their F-350 MRT Work Horse and Classic Design Concepts received the 2008 Chrysler SEMA award for their Wide Body Group 2 Challenger. Congratulations to both companies on their achievements!

Once again this was another great SEMA show, it may have been shorter than I like, but I was able to see and do a lot, and look forward to returning again next year!



Parked right next to the 428CJ was a 1970 Ford F150 Pickup with only 19 miles on it, also part of the NPD Collection



MRT received Ford's Outstanding design Achievement Award for their F-350 MRT Work Horse

Severely customized Mustang GT by Galpin called the "Scythe".



1969 Dynacorn body in white suspended above the 1970 Mustang Sportroof shown below.



Black 1970 Sportsroof 428CJ with only 147 original miles on it, from the NPD Collection



CDC 2008 Chrysler SEMA Award Winner, Wide Body Group 2 Challenger



Get to Know a SAAC-MCR Member Family

Text and photos by Mike Nyberg



Greg Cragel standing next to his workshop.

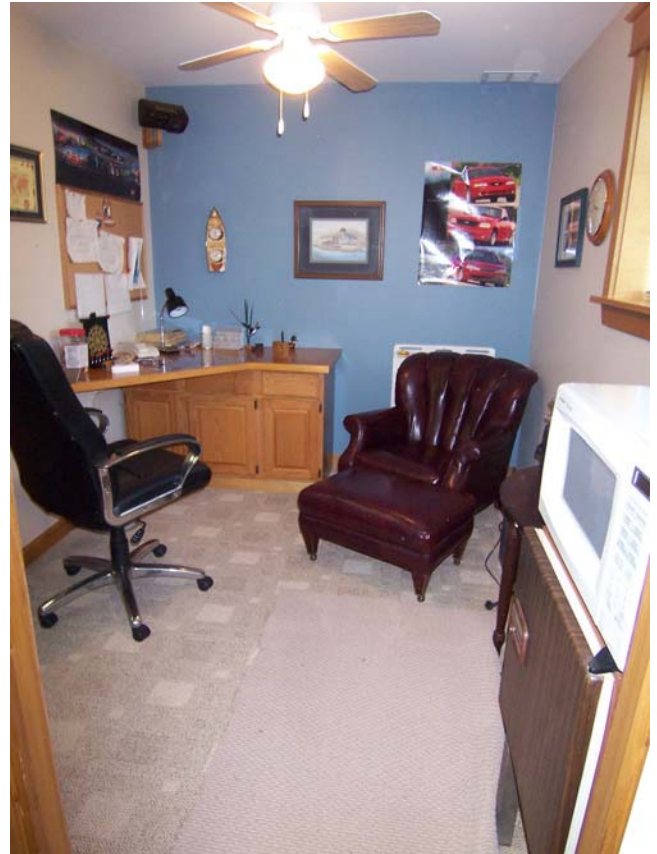
The Nancy and Greg Cragel family live in Northville on a large piece of land. Craig wanted to try making a living making furniture, so he built a 50'X24' workshop in the backyard with two 9'X10' overhead doors. Greg helped finish the interior of the shop, which was built in Oct 2002. It has a burglar and fire/smoke alarm system, 100 amp service, high bay lighting and 100,000 btu furnace. Walls have 6" of insulation and the ceiling is R-50.

The workshop has many professional wood working machines and tools. He is very interested in highlighting the wood grain in the furniture he makes. He especially likes to work with quarter sawn oak, which has a unique grain. His philosophy is if you are going to spend a lot of labor to make a piece of furniture, which is the biggest expense, why not pay a little extra for wood with unique grain to make an outstanding piece of furniture? Greg made high quality furniture that people were not willing to pay a premium for, so he decided to exit the business. That left him with an excellent facility to work on his street/open track car.

The workshop has an office that is well equipped with a stereo system, CD player, VCR, refrigerator, microwave and TV. The workshop has space for Greg's open track car. He designed the workshop to be 12' high so he can install a hoist in the future.

Greg's street/open track car is a 2004 Red MazdaSpeed MX-5 convertible. MazdaSpeed is Mazda's version of a Ford SVT vehicle. It has 2,000 unique parts to enhance performance driving. The most significant enhancement is the turbocharger. Greg has added a roll bar, 6 point harness, intake/exhaust kit, manual boost controller (allows boost to increase to 10 pounds from the factory 8.5 pounds). He changed the rear sway bar

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Greg's office in the workshop.



Some of the professional woodworking equipment in the workshop.

SAAC-MCR Member *(Continued)*



The trailer Greg fabricated to haul his tools and equipment to open track events.

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from 0.55" dia. To .625" dia. to reduce rear sway. Modifications have increased RWHP from 155 to 200.

Craig built a trailer to take his tools and track tires to the open track events. He made a storage box with $\frac{3}{4}$ " birch veneer plywood sides and a quarter sawn white oak lid. The center of the lid is quarter sawn white oak with curly grain. The trailer is designed to store 6 tires instead of the normal 4. If you ruin a tire during an open track event he has 2 extra tires available. The storage box is divided into compartments to store equipment with considerations for weight distribution.

Nancy and Greg have two children. Their daughter, Megan is 12 years old and loves to play soccer. Their son, Jeremy is 10 years old and enjoys playing baseball and hockey.

Nancy has an interest in cars because she grew up around the auto industry, her father worked for Chrysler. They had three dune buggies, which Nancy used to race bi-annually in hill climb at Silver Lake Sand Dunes south of Ludington. Nancy's parents now restore antique cars and tour with several different car clubs. Nancy worked in Ford management for 20 years, where she was involved in planning to meet legal requirements for emissions and CAFÉ. She took a buyout two years ago. I enjoyed talking to her about the issues associated with E85 and flex fuel vehicles.

The family gathered in the family room for a group photo. The family room contains many pieces of mission style furniture Greg has made. All the pieces had beautiful grain, which made them very attractive. The furniture verified Greg is an excellent craftsman.

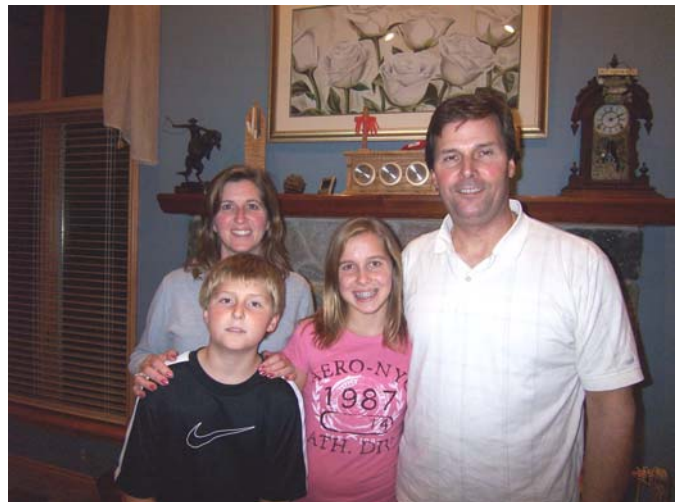
I enjoyed getting to know the Nancy and Greg Cragel family better, I hope you did too.



Greg's standing next to his street/open track car.



Tool and supply cabinet in Greg's workshop. The front of the cabinet is made from one piece of plywood so the grain on all the door and drawer fronts match.



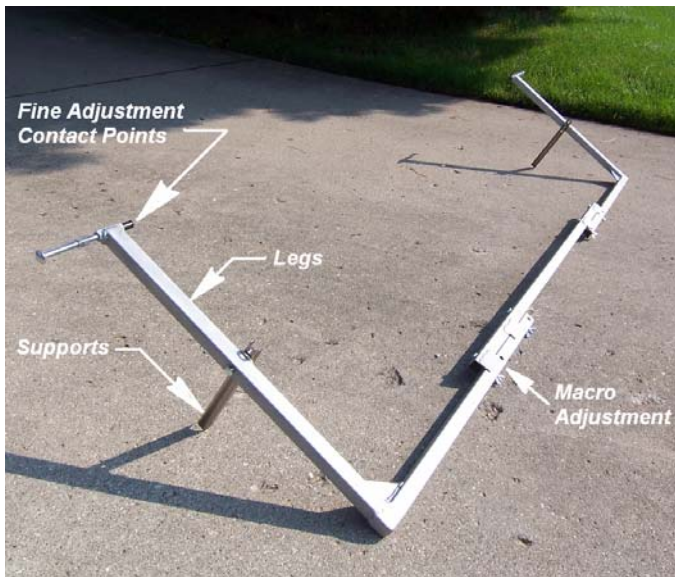
Left to Right, Front Row: Jeremy, Megan and Greg. Nancy is standing behind Jeremy

Build-It-Yourself Tool for Do-It-Yourself Toe Adjustment

Text by John Logan, photos by Mike Nyberg



If you have a good tight front suspension, this do-it-yourself tool will give you the accurate toe adjustments. You will need to be able to saw metal, drill holes and weld, or know someone who can.



Description

This toe gauge is like a large "C" clamp with a macro adjustment to set the width of the legs for the cars to be measured and threaded contact points for the fine toe adjustment. Toe is measured at the horizontal centerline of the metal wheel rim flange rather than the rubber tire for the best accuracy. You must convert the recommended toe dimension to the rim which is usually about 60%. Supports on the legs allow adjusting the height of the contact points to the centerline of the wheels. The gauge is designed so that it can be disassembled and bolted into a stowage configuration.

Construction

- Cut two 22" pieces, two 26" pieces and one 42" piece from 1" X 1" X 1/16" tubing.
- Cut the 60° "V" in the ends of the 22" tubes for the hexagon couplers.
- Make two 1" X 1" end caps from a piece of the tubing.
- Drill all holes through to 1 1/32" dia. You can make a simple fixture to assure accuracy so that the leg holes align with the connecting tube holes during assembly.
- De-burr the holes with a larger drill bit.
- Weld the tubes, gussets, couplers, end caps and alignment plates as shown on drawing.
- Clean up the welds with a grinder disk sander or file.
- Make the Supports and Contact Points as shown on drawing.
- Paint all parts.

Assembly

(see "Assembled Toe Picture" above)

- Install the Supports to the inside midpoint of the Legs with the hex bolt head on the inside of the channel and rubber washers between the Legs and Supports.
- Install jam nuts on the Contact Points and screw the Points into the couplers until they are centered. Put rubber tips on the ends. 5/16" vacuum caps made by Vacu-tite PN: 47394 or equivalent will work. The tips are to provide protection for the rim flanges, especially with aluminum wheels, and must fit flat against the end of the points so there is no deflection when they contact the rim.
- Connect the end of the Connecting Tube with the two holes to the top of the Leg with the two holes using two of the 5/16" bolts and wing nuts fed up from the bottom.

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Build-It-Yourself Tool for Do-It-Yourself Toe Adjustment (Continued)

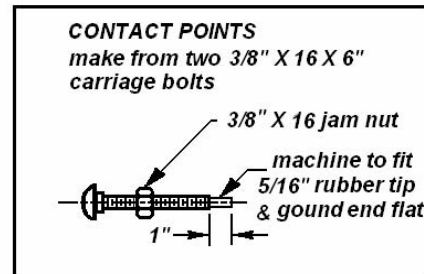
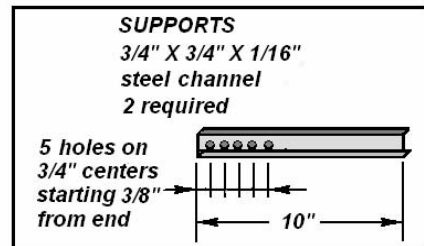
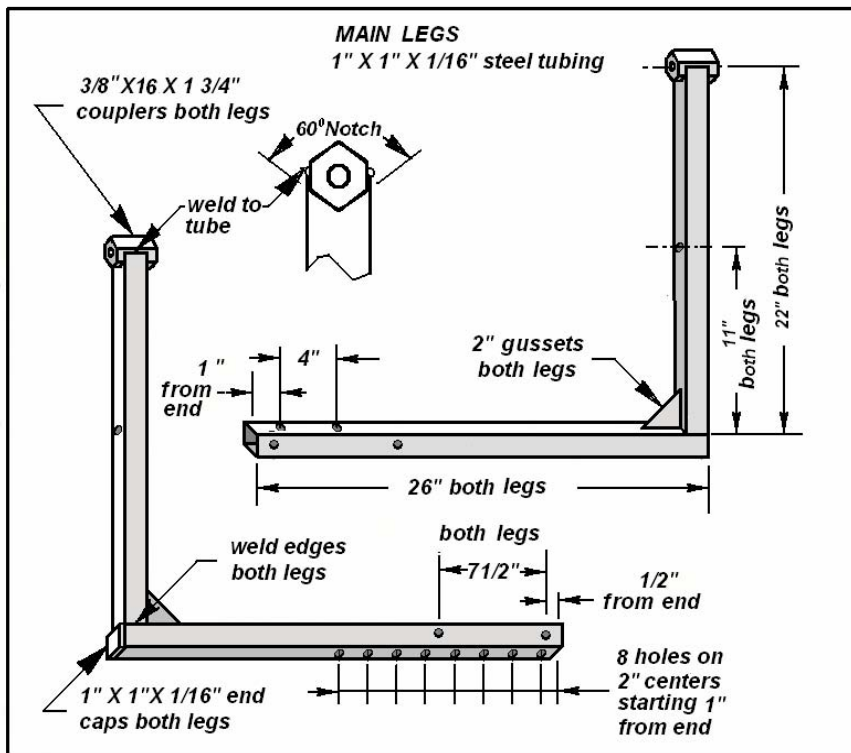
(Continued from page 10)

- Connect the other end of the Connecting Tube to the Leg with the eight holes at a length that will fit the car to be measured. If you have trouble inserting the bolts due to drilling errors you can re-drill through the two tubes to provide more clearance

How to Use the Tool

- Adjust the width of the gauge to approximately match the car's width at the rim flanges.
- Bring the tool up to the wheels, align the Contact points up with the center of the wheels and adjust the length Supports using the proper holes. You

(Continued on page 12)



TOE GAUGE

Drill all holes through at 11/32" dia.

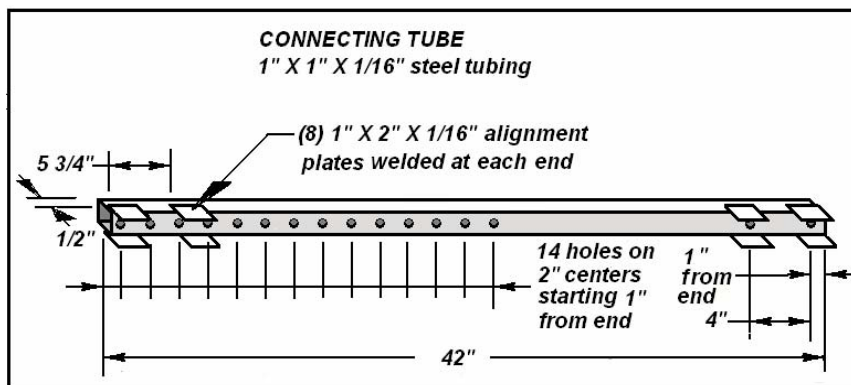
Assemble with:

- four 5/16" X 18 X 2 1/2" bolts
- two 5/16" X 18 X 1 1/2" bolts
- six wingnuts

Install 3/8" rubber washers between the supports and the legs to provide resistance.

Install tight fitting rubber tips with no clearance at ends on the contact points. 5/16" vacuum caps such as Vacu-Lite PN: 47394 or equivalent

J. S. Logan 08-07-08



Build-It Yourself Tool for Do-It-Yourself Toe Adjustment (Continued)

(Continued from page 11)

can get a fine adjustment by putting the supports at an angle with the vertical as seen in the pictures.

- To adjust for toe-in, slide the contact points at the rear of the wheel first (for toe-out start at the front) so they lightly touch the rim flanges of both wheels without a preload. Hand-tighten the lock nuts and slide the gauge forward to the front wheel rim flanges. To pass the points over high points of the wheels, you can place one of the contact points inside the spokes or wheel dish as you move it.
- With a contact point lightly touching one rim flange, the space between the contact point and the wheel flange on the other side represents the toe. A “feeler” gauge slid between the rim flange and the Contact Point is a good way of making this measurement. If it is not right according to the vehicle specifications, make an appropriate adjustment and repeat the process. Make sure you roll the car rearward about five feet and then forward after each tie rod adjustment to relieve any preload in the tires.
- If you have trouble repeating the measurements, you may;
 1. not have tightened all the bolts of the tool
 2. be putting too much pressure on the Contact Points causing a preload in the tool
 3. not have relieved the tire preload between measurements by rolling rearward then forward
 4. have loose steering or suspension joints in the car or a bent wheel

If you have a good tight front Suspension, this do-it-yourself tool will give you the accurate toe adjustments



Stowage

- Disassemble the gauge.
- Turn the Connecting Tube, with the two holes, around 180° and bolt it with two of the bolts to the bottom side of the Leg with the two holes.
- Place the two Legs together, align the two holes in the sides and bolt them together with the remaining two bolts.

SN95 Sway Bar Mount Modification

Text and photos by Steve White

SN95 Mustangs, & their New Edge younger brothers, have a unique sway bar mount to the chassis compared to any of the previous generation Mustangs, or the S197's that followed after them. The common mounting bracket for most applications is a saddle type bracket that the bushing fits into. When mounted to the chassis the frame rail acts as the back of the mounting to completely close the bushing. On the SN95 family, the bracket is much taller than most applications, and actually is a stand off bracket that places the bushing away from the frame rail. This requires a secondary back-up bracket to close off and support the backside of the bushing. Effectively this is a two-piece bracket design, compared to the more common single bracket design. This movement away from the frame means this design is less rigid than the other designs – even with Ford's superior & thick bracket design. The stand-off distance of about two inches acts like a lever arm that can allow the bracket to deflect under hard use, such as track exercises. Steeda addresses this strength issue by offering their own billet aluminum bracket, also a two-piece design.



Comparison of the SN95 greaseable Steeda sway bar bracket to the OEM bracket.

In the search for an even better overall design, in my opinion, would be the addition of greaseable bushings. While Energy Suspension makes a greaseable bushing kit for this application, it is designed to work in conjunction with the OEM bracket. In order to access the bushing to grease it, they include a replacement secondary bracket that has a grease fitting installed. This piece obviously would be used with the Steeda billet pieces. Their top piece is hollow in the center, which would provide a

safe yet accessible location for the grease zerk. The trick was how to get it there. My first thought was to drill a hole down from the frame side through the top bracket, and then a second hole on the other side to tap and provide access for the grease to the bushing. This will allow the zerk fitting to be screwed in. The first hole would have had to be larger in diameter to let a tap pass through. I finally decided to drill from the bottom side up, at the two parts mating line, and tap it back through. Since the zerk was a straight thread, and not tapered, it didn't matter which direction it was tapped from. The last step was counter boring on the bushing side, to let the molded in lip around the grease passage to fit in to. (see accompanying photos for details.)

The end result is a rigid mount, polyurethane bushing, that is greaseable. My philosophy is the mounts should be rigid enough so there is no lost motion due to deflection of the bushings or brackets, but allow free movement of the bars so no binding occurs. I think I've achieved that finally for this application. Now maybe I'll take a look at these fancy and expensive sway bar end links from Power Grid, Inc (right here in Farmington Hills, MI) that have spherical ends and allow for preload/weight jacking adjustment - and supposed 2-3 second improvement in lap times at Gingerman!



Bore and Counterbore

Lip

SVT Raptor Report (Continued)

(Continued from page 1)

which they are based. This means the (other) Class 8's – while retaining a stock frame – have Trophy Truck levels of suspension travel and horsepower – which the Raptor does not. We added the safety equipment to the mostly stock driveline, trans, engine, and body. We retained the rear suspension which is leaf sprung (vs. the Class 8 4 link coil over rear). The front suspension arms are attached to the frame (vs. Class 8 inboard mount A-arms ala Trophy Trucks). So there we were, a last minute entry, with a last minute truck, entered in a class that is way above the content on the truck. Are you getting the picture here?

After contingency on race day, we went out to Guadeloupe Wash with the plan to aim the light bar and finish all the system checks. After we checked over the truck and aimed the lights, we would get back to the hotel, have dinner, a team meeting to make sure everyone had their pit assignments, and to be in bed by 9pm. That was the plan. As you know, Baja loves to chew up plans and spit them out.

While doing shake-down testing in the wash, the truck developed a misfire which got progressively worse. The engine died. So our situation was: the race Raptor sat in a deep silt wash, at night, we had minimal parts support, no one had on a coat (ie everyone is freezing their butts off!!!!). Dave Dilloway tried to debug the engine malfunction while in the wash, but after lots of ETAS work and much part swapping (the usual suspects - MAF, ETC, processor, etc) - nothing fixed the misfires. It was then about midnight. We were befriended by some locals who were watching our debugging action. They brought us some firewood so we could start a fire. Eventually, we decided to scrap the idea of fixing the truck in there in the wash, and focused our attention on getting the truck out of the wash and onto the trailer – without the benefit of a running engine! Off road trucks aren't exactly push-able out of a deep sand wash...we tow strapped the race Raptor to a Super Duty – and succeeded in getting the Super-Duty stuck. To extricate the Super Duty and get the race Raptor on the trailer, we tow strapped the production Raptor to the Super Duty (which, after extrication, was tow strapped to the race Raptor). It was a cool picture...the production Raptor saved the day! With the race Raptor sitting on the trailer, we headed back to the hotel.

To recap our situation: the race Raptor isn't running, we were cold, we hadn't had dinner, we hadn't had our pit meeting so no one knew where they were going later on this, the day of the race, and we definitely weren't in bed. Other than that, it was all going to plan.

At the hotel, the debugging continued through the night. We held no pit meeting and still had no dinner. At 7:00am – race day – (our class start time was 12:30 pm), Dave swapped out the engine harness. Shortly after, the truck fired and ran fine. We gath-



The SVT Raptor finished its very first race. That is rare in the Baja 1000. “Everyone on Team Raptor was ecstatic”.

ered everyone together for an impromptu pit logistics meeting, loaded up the trailer and headed for the start line. Talk about making it at the last minute: The entire crew, including the drivers, ended up getting 1-2 hours of sleep – with several guys pulling an all-nighter. This is decidedly not the way you want to begin a Baja 1000, especially since you know you will be up for the next 24 to 30 hours for the race.

My pit assignment was to chase the truck at Ojos Negros - at race mile 40. This plum assignment meant we got to see the Trophy Trucks (and their helicopter armada) come through a small portion of cement road in Ojos. Our vantage point meant the passing vehicles were pinned at Vmax and we were standing but a few feet away from a 800+ hp Trophy Truck doing 130+ mph. This is an unbelievable sensory experience. Both the sound and feeling the sheer force of the air they are moving at that speed are sensational. Trophy trucks aren't exactly known for their low coefficient of drag. The engineer portion of me found it interesting to FEEL how the different trucks moved more or less air – providing volumes of insight into the aero efficiency. The enthusiast part of me simply took in the experience and will remember it forever.

But I digress...we saw Steve Olliges bring the race Raptor through in 4th place (we had requested a rear start in Class 8 since our objective for being there was to collect data and finish the event – and NOT to race the other Class 8 vehicles. But Steve had already passed some vehicles. As you know, in Baja, "what happened to whom" isn't always available, and you spend the down time while you wait for your race vehicle to show up in the next pit theorizing and speculating about who broke what part, who nerfed who off the course, and who blocked the course so no one could get around. This race was no different. After the race Raptor cleared Ojos with all systems just fine, we headed down to BFG Pit 5 on the Pacific Side.

We received sporadic updates via sat phone about how the truck was doing. We were particularly interested in the situation at one of the most treacherous parts of the course. The Rumarosa Grade - which had been added into the course for the first time since 1995 – includes a descent of 4000 ft in just a couple of miles. There are extremely sharp hairpins, and

(Continued on page 15)

SVT Raptor Report (Continued)

(Continued from page 14)

100-200 foot sheer drop offs from a trail barely wide enough to hold a production vehicle - let alone a Trophy Truck or the widened Raptor (ed. Remark: The Raptor is fully 8 inches wider than the production F150 - to accommodate the suspension upgrades and make it more stable in the off road). If anyone broke down or had an incident, it would necessitate shutting the entire race down because there is simply no room to get around them. Everyone breathed a sigh of relief when we got word that Steve had made it through that area just fine.

The next reports we got were that Bud was driving the vehicle and the crew made a precautionary change to the driveshaft because there was some vibration. Next, we got a report that a skidplate bracket had broken and the crew repaired that. The next report we got was the truck was running hot - we were very concerned, because that would mean a premature end to our race - but it turned out the overheating was caused by the fans having inadvertently being shut off. Gene Martindale then moved to the driver's seat.

Gene is the lead vehicle dynamics engineer on the Raptor - but this was his first off-road race. Gene's already enviable resume includes: Lemans in a Viper ACR (check). Developing the Ford GT dynamics (check). Mustang Challenge racing (check) and ALMS racing (check). He was now adding the Baja 1000 to that list (check and double check!). Gene made SVT proud. Keep in mind that all the drivers were told to take it easy to ensure a finish. Gene is a racer through and through and he can pretty much scare any person riding with him in any vehicle. Gene stuck to the plan, made good time and handed the truck off to the next driver, Greg Foutz in good condition.

From the sat phone race reports we were up to 1st or 2nd in Class 8 during the Gulf side of the race.

The race Raptor was scheduled to arrive in Pit 5 - located around race mile 500 - at approximately 3:30 AM. We arrived at Pit 5 around 5 pm and set up pit with the BFG guys. We then waited. And told stories. And laughed. And speculated. And generally had a good time watching all the motorcycles, quads, and trucks go through. (Ed comment: The start order for SCORE desert races is motorcycles and quads first, then starting two hours later, the Trophy Trucks and all other 4-wheeled vehicles take off in 30-second intervals)

We heard reports the race Raptor was having leaf spring issues but had no other detail. Considerably later, we heard the spring issues were pretty serious: We had broken 1 leaf spring eyelet and fractured the other. The Raptor was down for hours while they repaired it as well as they could with the few parts they had. Our crew at pit 5 had one more leaf spring with us. We would replace it when the truck arrived at our location. The truck

(finally) got to our location around 6 or 7am. While we were replacing the driver side rear leaf, the second place Class 8 truck came through the BFG Pit, pitted, and they then left about 30 minutes ahead of the race Raptor. Clearly - we had been close to 1st place, and comfortably in 2nd, despite the skidplate repair and previous leaf spring issues.

A side story at this point: About 15-20 minutes after the race Raptor showed up at Pit 5, Buck (who was part of the Gulf side chase crew) showed up - he was following the race truck on a section of the race course in his prerunner. Curt and Aion from JWT were riding along with Buck so they could follow the truck and keep filming race progress. Buck is a hard core desert chase crew guy through and through. When given the task is to follow the race truck - that is exactly what he did. Curt got out of Buck's prerunner and officially labeled Buck as "crazy", and that Buck is wired differently than any of the rest of us! "I could make a film about him alone!". Buck had dropped the throttle in the prerunner to keep up with the race truck. The final tally - for the section of the race Buck chased the race truck - was: Buck was passed only by 2 race vehicles, and Buck had passed 2 motorcycles and 1 race truck. Buck was driving a street-legal prerunner - Great Job Buck - and a great Ford truck prerunner!!!

Randy Merritt (Mongo Racing) hopped in the truck to drive it to the finish. We made sure we reminded Randy that that goal was to FINISH - but then, there was the presence of the second place truck only 30 minutes ahead of us, and we had about 130 miles to close the gap. I think Cliff Irey said it best, "we came down to Baja to test the Raptor, and a race broke out...". That pretty much sums it up...

Randy was able to close the gap to second place - some accounts had the difference down to about 5 minutes. As sometimes happens in Baja, (remember the Baja 2000 in 2000) a vehicle rolled about 50 miles from the finish. The location of the accident and the need to get safety crews to the disabled vehicle, driver and co-driver caused SCORE to stop the entire field. Everyone behind the incident was down until the people and vehicle were taken care of. The second place truck wasn't stopped with us. So that pretty much decided the finishing order. We pulled into the finish line with a time of around 25.5 hours - 30 minutes behind 2nd place.

Everyone on Team Raptor was ecstatic - it's very rare for **ANY** off-road racing truck to finish its first race. It is much more rare for any off-road racing truck to finish its first race if that race happens to be the Baja 1000. We finished. And we finished 3rd in class in an essentially stock Raptor racing in Class 8. And we had started at the rear of the class. And the truck wasn't running 5 hours before the start time.

In short, our result was "not too shabby" - and everyone on the team knew it. We are all proud of the drivers, the co drivers, the chase crew, and most importantly, the Raptor R race truck.

To add icing on the cake of our finishing the race, the production Raptor drew a substantial crowd everywhere it went. It was a hit with both the locals and with the desert racing community. This speaks volumes to how off the hook the Raptor is!!!!

Jamal Hameedi



Time to Renew Your Membership

Club memberships expire on January 1st

An application form is on the reverse side of this page

Dues are \$20 per year

***Please fill out form and
send it and your check to:***

SAAC-MCR

35334 Griswald

Clinton Twp., Mi 48035-2619

SAAC-MCR 2008 Nov. Summary Financial Report

by Craig Shefferly

Item Description	Nov-08			Nov. 2008 Year to Date			Nov. 2007 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	\$40.00			\$2,160.00	\$8.43		\$2,260.00		
A. Newsletter				\$50.00	\$1,046.62			\$1,020.24	
B. Hot Line Phone					\$15.47			\$47.01	
C. Calendar								\$21.78	
D. Membership Cards									
E. Mailing Newsletters and calendars to Late Members									
F. Club Insurance					\$1,596.00			\$1,165.84	
Sub Total	\$40.00	\$0.00	\$40.00	\$2,210.00	\$2,666.52	(\$456.52)	\$2,260.00	\$2,254.87	\$5.13
2. Monthly Meeting Food		\$129.04	(\$129.04)	\$31.00	\$1,475.92	(\$1,444.92)		\$1,711.00	(\$1,711.00)
3. Holiday Party				\$1,120.00	\$1,531.05	(\$411.05)	\$1,640.00	\$2,146.20	(\$506.20)
4. Waterford Fall Picnic									
5. Programs				\$2,193.00	\$619.28	\$1,573.72	\$1,711.00	\$361.46	\$1,349.54
A. Swap Meet				\$8,145.00	\$2,613.49	\$5,531.51	\$4,066.00	\$3,421.94	\$644.06
B. Show 33				\$3,453.48	\$3,838.20	(\$384.72)	\$3,550.34	\$3,638.48	(\$88.14)
C. Go 33				\$4,113.22	\$3,953.07	\$160.15	\$3,821.55	\$1,728.51	\$2,093.04
D. GingerMan				\$6,371.45	\$4,881.78	\$1,489.67	\$3,713.42	\$1,826.22	\$1,887.20
E. Labor Day Classic	\$1,855.22			\$230.00		\$230.00	\$140.00	\$422.18	(\$282.18)
F. Harvest Happening	\$4,231.45			\$3.00		\$3.00	\$35.00		\$35.00
6. Club Jackets				\$60.00	\$78.00	(\$18.00)	\$360.00	\$416.00	(\$56.00)
7. Club Pins & Patches				\$280.00	\$255.93	\$24.07	\$172.00		\$172.00
8. Club Golf Shirts					\$187.00	(\$187.00)		\$103.00	\$103.00
9. T-shirts Shirts								\$25.64	(\$25.64)
10. Misc. Food & Family		\$20.00							
11. DVD Recorder									
Totals	\$6,126.67	\$149.04	\$5,977.63	\$28,210.15	\$22,100.24	\$6,109.91	\$21,469.31	\$18,055.50	\$3,413.81
Beginning Cash on Hand			\$5,215.61			\$5,083.33			\$4,407.34
Ending Cash on Hand		CK.Book	\$11,193.24 11,173.24			\$11,193.24			\$7,821.15

PRESS RELEASE

From the Michigan White House *by S. White*

At the December 4, 2008 meeting of SAAC-MCR (Shelby-American Automobile Club - Motor City Region), Steve White was elected as President of the club for the 2009 term. Steve replaces Tom Greene, who has been the President of the club for 24 of the last 26 years. Tom

retired from Ford in January 2007 after 40 years service. He remained in the Detroit area and retained leadership of the club, while building his retirement home in Tennessee. With his new home expected to be completed sometime in the second quarter of 2009, he and his wife Phyllis plan to make Tennessee their full time residence, therefore not able to continue on a regular basis with the club.

(Continued on page 19)

SAAC-MCR Abridged Meeting Minutes *by Kurt Fredrickson*

October 2, 2008

Meeting was called to order by Tom Greene @ 8:03 p.m.

New Faces: Jerry Ostalecki drives a 70 Big Block Falcon

Competition Dir: Darius Rudis, indicated the Harvest Happening club open track event is this Sunday.

Financial Report: Craig Shefferly indicated the club has \$8,300 cash on hand.

Editor's Report: Mike Nyberg reviewed the proposed content of the next newsletter.

Club Website: Dean Ricci, The club web site is 10 years old and is looking better than ever.

Membership Dir: Rich Tweedle, indicate the club has 116 paid members

Advertising Dir: Mike Riemenschneider: indicated nothing more to be done this year.

Tech Talk: Phil Jacobs, Anybody with car problems, this is the place to get the right answers

New Vehicle Report: Mike Riemenschneider bought a new Taurus

November 6, 2008

Meeting was called to order by Tom Greene @ 8:00 p.m.

New Faces: John Cerone has a 65 Cobra Replica, Dick Simpson the original owner of Yellow 1970 Boss 302

Competition Dir: Darius Rudis, The open track season has produced approximately \$1,500.00 in excess of expenses, which was helped by having 47 cars participated in the last event.

Financial Report: Craig Shefferly indicated the club has \$11,000 cash on hand.

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

Show Dir: Jim Binder talked about some little improvements that can be incorporated for next years Show 'n GO

Club Website: Dean Ricci, the website is a wonderful asset for the club !!!

Membership Dir: Rich Tweedle indicated we have 118 paid members

Advertising Dir: Mike Riemenschneider club advertising is done for this year

Tech Talk: Phil Jacobs, Jerry Ostalecki and Mike Riemenschneider conducted a test on tail light bulbs and NAPA sells the best and brightest halogen bulbs #735-2285, which are 1157 size.

December 4, 2008

Meeting was called to order by Tom Greene at 8:02 pm.

New Faces: Mike Bettaire has a 1995 Cobra Mustang and Mark Demel who lives in Houghton Lake

Competition Report: Darius Rudis sent emails to Waterford Hills Race Course requesting the same weekend track dates as we had this year.

Financial Report: Craig Shefferly said we have \$11,200 cash on hand.

Editor's Report: Mike Nyberg indicated all the articles for the next newsletter were received prior to the deadline.

National News: Jeff Burgy indicated SAAC 34 will be at the Thunderbolt raceway in southern New Jersey.

Show Dir: Jim Binder indicated Ford Motor Company has been contacted to reserve WHQ Lot #6 on May 31, 2009 for Show XXXIV.

Club Web Site: Dean Ricci, indicated he would add the index of available videos, DVD's and CD's in the club library, to the website.

Membership Dir: Rich Tweedle stated that we have 119 members. Rich also maintains the club library, form old SAAC-MCR to Goodwood.

Advertising Dir: Mike Riemenschneider indicated the Winter Swap Meet ads that are free have been placed.

Presidents Report: Tom Greene This is Tom Greene's last meeting as president. He has been president of the club for over two decades. He is retiring and moving to Tennessee. Tom introduced our newly elected club president Steve White who has been a club member since the 80's. Steve talked about how he wants SAAC-MCR to continue to prosper and grow membership.

This & That: The Board of Directors approved the SAAC-MCR Holiday Party for January 17, 2009 at the Walter P. Chrysler Museum.

(Continued from page 18)

Press Release *(Continued)*

SAAC-MCR is the oldest of all SAAC regional clubs, and its first events actually predate the first events on the national club. The club was formed in 1975, and holds numerous events each year, including the cornerstone Show & Go event which consists of a car show and swap meet held on the Ford World Headquarters parking lot - followed the next day by a driving school and open track event at Waterford Hills Road Racing course. Other events include 2-3 additional track events per year, a winter swap meet held at Gorno Ford in Woodhaven, a formal Holiday Party typically held at a historical automotive venue in the Detroit area, spring and summer road cruises, a spring chili challenge, and a fall color tour & chili cook-off. An award winning caliber quarterly newsletter is published featuring event articles, tech

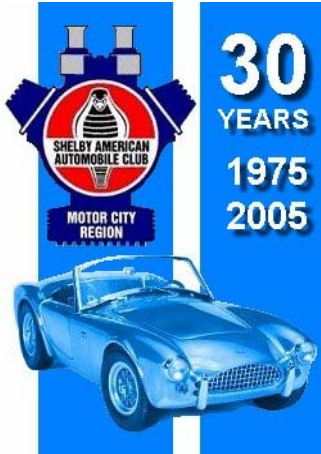
articles and club news. Extensive Shelby history knowledge is also retained within the club.

The club purpose is stated as "Dedicated to the preservation, care, history and enjoyment of the Ford powered vehicles from Shelby American and the enjoyment and performance of vehicles from Ford Motor Company." Additionally, for membership, "Ownership is not required, only enthusiasm."

Steve will have very big shoes to fill, after the many years of Tom's strong leadership, but with the members support, he is looking forward to an exciting future!

(And you thought that in this year of elections, this was going to be about some other president!)

**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
Phone: 248-969-1157
Email: tangobythelake@yahoo.com
Technical Editor: John Logan

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

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

2009 Events Calendar

January

- 3-4 Toledo Auto Swap Meet, Lucas City. Rec. Ctr., Maumee, Ohio
- 10-11 Mustang Roundup, Silver Springs Park, Ocala, FL
- 11-18 Barrett-Jackson Auto Auction, Scottsdale, AZ
- 17 SAAC-MCR Holiday Party

February

- 15 NASCAR Daytona 500, Daytona Beach, FL
- 19-22 Zephyrhills Winter AutoFest, Festival Park, Zephyr hills, FL
- 20-22 Boca Raton Concours d' Elegance, Boca Raton, FL
- 22 Mustang/Ford Roundup, Waterford Lakes Town Center, Orlando, FL
- 22 SAAC-MCR Winter Swap Meet at Gorno Ford, Woodhaven, MI

March

- 6-8 57th Annual Autorama, Cobo Hall, Detroit, MI
- 13-1 Amelia Island Concours, Amelia Island, FL
- 20-22 All Ford Show, Interstate Fairgrounds, Pensacola, FL
- 28-29 Spring All-Ford Swapmeet, Ohio Expo Center, Columbus, OH

April

- 16-19 45th Mustang Anniversary, Barber Motorsports Park, Birmingham, AL
- 19 Fabulous Fords Forever, Knott's Berry Farm, Buena Park, CA

May

- 15-17 Kit Car Carlisle Show, Fairgrounds, Carlisle, PA
- 31 SAAC-MCR Show 'n Go XXXIV at Ford World Head Quarters, Dearborn, MI

June

- 1 SAAC-MCR Driver's School (Go part of Show 'n Go) at Waterford Hills Race Course, Waterford, MI
- 7 Carlisle All-Ford Nationals, Fairgrounds, Carlisle, PA
- 5-7 MCA Race to Indy, O'Reilly Raceway Park, Indianapolis, IN
- 26-28 London Cobra Show, London, Ohio



Transfer of power from President Tom Greene (Right) to President Elect Steve White (Left). See "Press Release" on page 18.

July

- 2-5 CTCI Region 5 Convention, Tulsa, OK
- 3-5 MCA National Show, NC State Fairgrounds, Raleigh, NC

August

- 18-20 CTCI Region 3 Convention, Vancouver, British Columbia, CA
- 27-30 Western US National Mustang Show, San Fernando Valley, 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.**