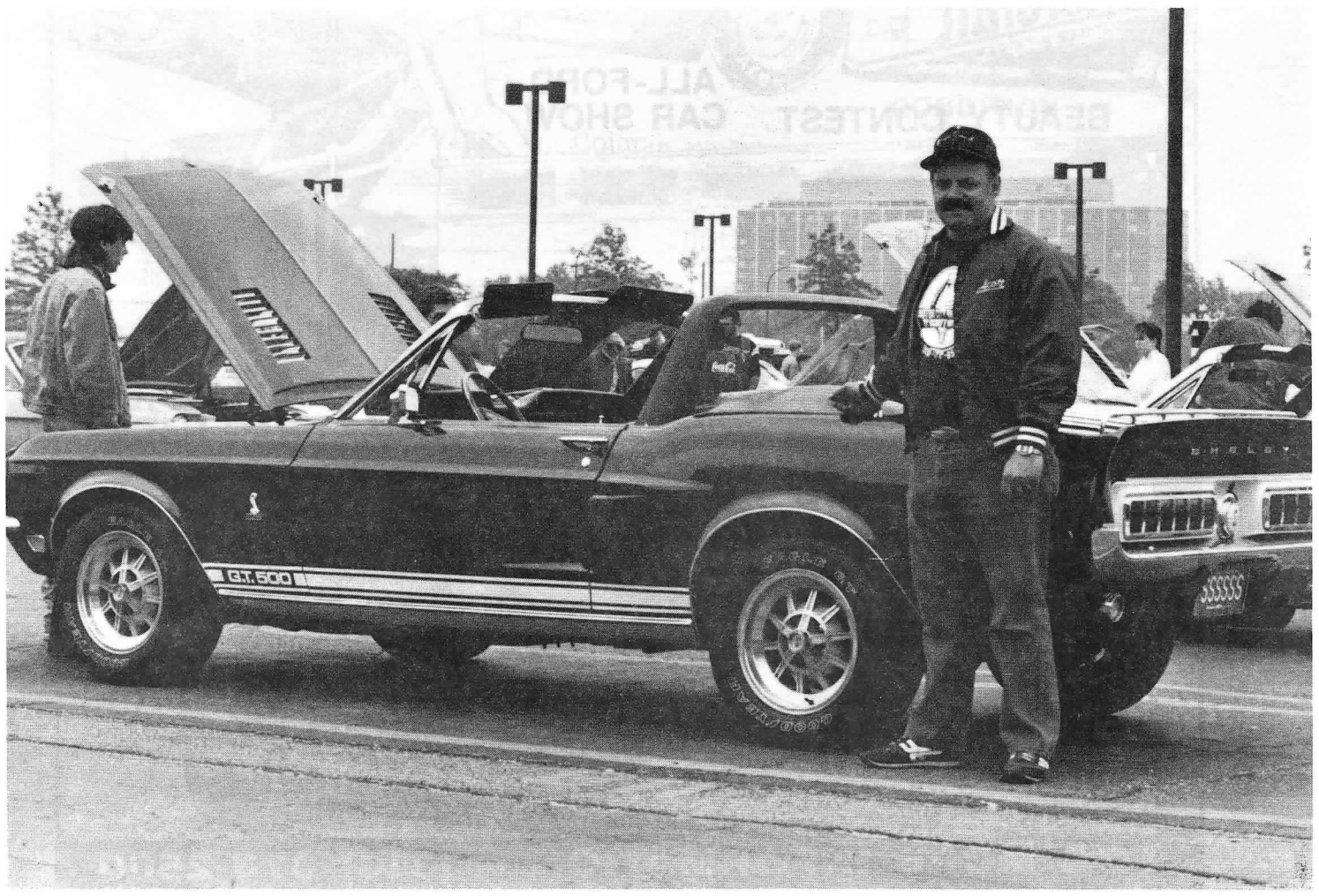


SHELBY LIFE

SHELBY AMERICAN AUTOMOBILE CLUB
Motor City Region

MARCH - APRIL 1988 Volume: 13 Number: 2



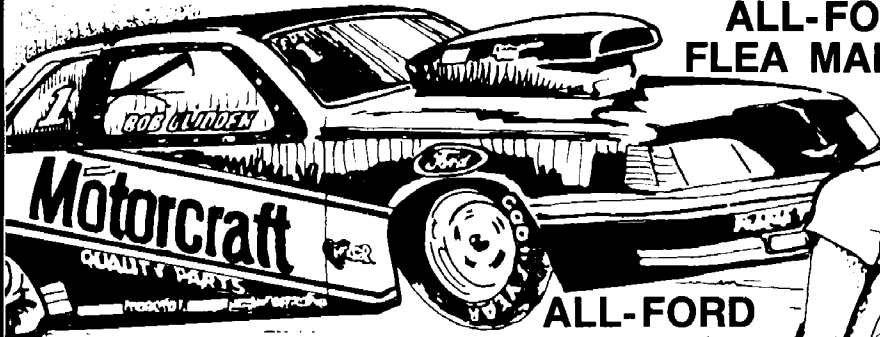
The **GREATEST** Ford **SHOW** 8th Annual **ON EARTH**

UPER FORD

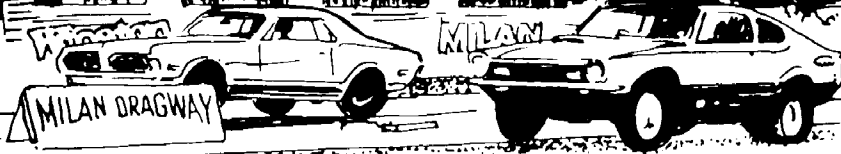
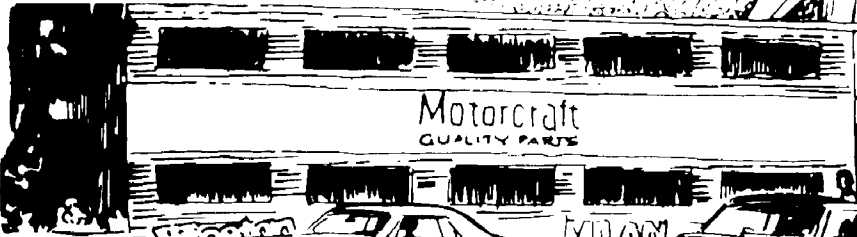


Street Machine
and
\$ BRACKET \$
NATIONALS

**ALL-FORD
FLEA MARKET**



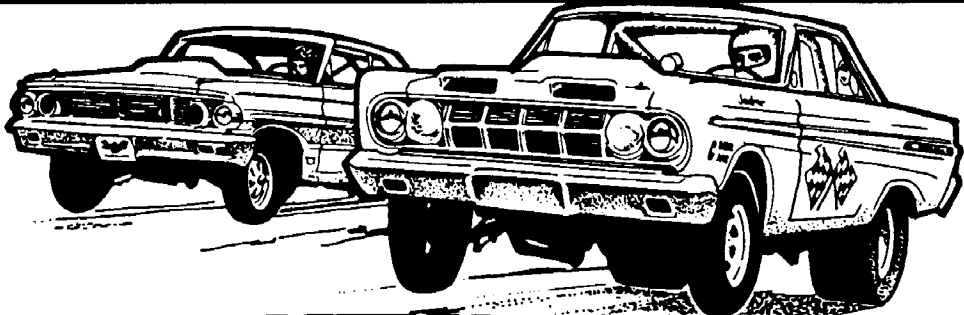
BEAUTY CONTEST CAR SHOW



**ALL-FORD
DRAG RACING**

MILAN, MI - JULY 16 & 17

This Year
**Showroom
Stock
E.T.
Bracket
Classes**



FOR MORE INFORMATION - (313) 373-2500

Shelby Life

SHELBY AMERICAN AUTOMOBILE CLUB - MOTOR CITY REGION
MARCH/APRIL 1988 Vol. 13 No. 2

Opinions expressed in this publication are not necessarily those of the Motor City Region, its members, officials or advertisers.

EDITOR Dean V. Ricci

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SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

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Dearborn, MI 48126

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COMPETITION DIRECTOR Phil Jacobs
TECHNICAL DIRECTOR Rich Tweedle
SHOW DIRECTOR Mark Corich
Asst SHOW DIRECTOR Jeff Meinicke
SPECIAL EVENTS Dean Ricci
TREASURER W. L. Swonder
SECRETARY Kurt Fredrickson
MEMBERSHIP Rich Tweedle

1988 Calendar of Events

DATES	DAY	EVENT
MAY 29	SUN	SAAC-MCR 13th Annual Car Show & Swap meet. AAA Headquarters, Hubbard Drive, off Southfield Freeway. Dearborn, MI - Memorial Day Weekend 420-0398.
MAY 30	MON	Club Picnic at Ford Field in Dearborn - open to one and all.
MAY 31	TUE	SAAC-MCR Open Track Event at Waterford Hills Road Course. Waterford Hills, MI 977-0434.
JUN 4/5	SAT SUN	Michigan Antique Festival, Midland, MI Fairgrounds, Collector parts, antiques. (517) 793-8389
JUN 11	SAT	West Michigan Mustang Club Car Show. Grand Rapids, MI
JUN 12	SUN	Carnival of Cars Show, Utica, Michigan
JUN 17/19	FRI SUN	United States Formula One World Championship Grand Prix Detroit, Michigan (313) 977-0434.
JUN 24/25	FRI SAT	13th Annual Antique Auto Show St. Ignace, MI (906) 643-8087
JUL 2/3	SAT SUN	PFCA S.E. Michigan Region 4th Annual car show/swap. Wayne Co. Fair Grounds Belleville, MI (313) 464-9189.
JUL 16/17	SAT SUN	8th Annual Super Ford Street Machine Bracket Nationals at Milan Dragway. Call (313) 373-2500
JUL 23/24	SAT SUN	Ford V8 Restorer's Club Car Show/Swap. (Car Show Sunday Only) U of M Dearborn. (313) 882-7980.
AUG 5/7	FRI SUN	Meadow Brook Concours D' Elegance and Historic Races. Meadow Brook Hall, Oakland Univ & Waterford Hills Road Course - Waterford, MI (313) 373-2500.
AUG 13	SAT	Cars & Concepts Annual Car Show/Swap. All Makes C&C HQ Brighton, MI 227-1400.
SEP 2/4	FRI SUN	PFCA EXPO, Columbus, OH Labor Day Weekend. All Ford Event (614) 983-2273.
SEP 18	SUN	SAAC-MCR 4th Annual Car Show at Gorno Ford in Woodhaven, MI (348-9158)
OCT 2	SUN	SAAC-MCR Open Track event at Waterford Hills Road Course. Ford powered vehicles only (313) 977-0434.

PIZZA HUT --->

MEETINGS

Monthly meetings of the Motor City Region are held on the first Thursday of the month at the Pizza Hut on Telegraph, just north of Interstate 96 (Telegraph Exit). Meetings start at 7 p.m. Pizza is \$2/per person.

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SHELBY AMERICAN AUTOMOBILE CLUB

MOTOR CITY REGION

PRESENTS

SHOW and GO XIII

MEMORIAL DAY WEEKEND

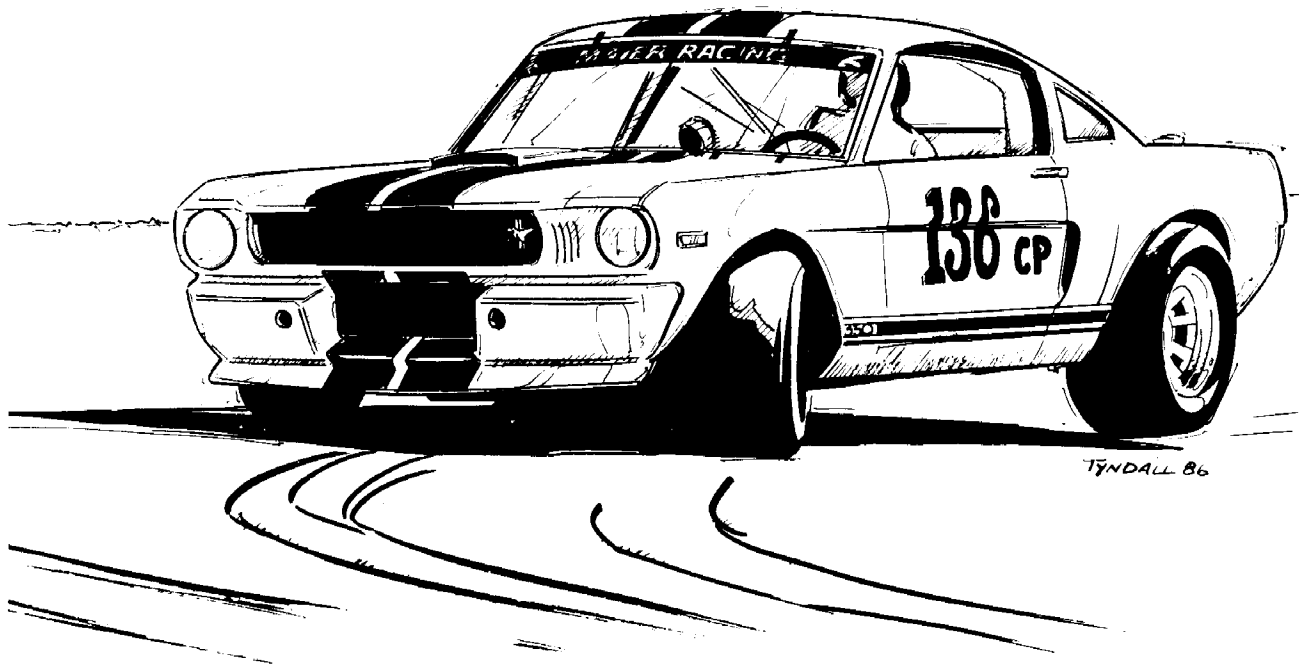
MAY 29 & MAY 31, 1988

AAA HEADQUARTERS

Dearborn, Michigan
"Show & Swap Meet"

Waterford Hills Road Course

Waterford Hills, Michigan
"Go"



For further information, contact:

SHELBY AMERICAN AUTOMOBILE CLUB

Motor City Region

P.O. Box 4008

Dearborn, Michigan 48126

COBRA ■ SHELBY ■ TIGER ■ FORD G.T.

Registration Form

Shelby American Automobile Club - Motor City Region
Show and Go XIII - May 29, 30 & 31 1988

Names: _____ Address: _____

Phone: (____) ____ - _____

Vehicle: _____ Year: _____ Type: _____ Color: _____

Vehicle: _____ Year: _____ Type: _____ Color: _____

Sunday May 29, 1988

This event held on the AAA parking lot in Dearborn, MI (Southfield road and Hubbard drive)

Car show registration

\$ 8.00 before May 11, 1988 \$10.00 after May 11, 1988 Amount enclosed: _____

**Classes for all Ford Powered Vehicles. Trophies based on Preregistration.
SAAC-MCR members subtract \$2.00 from one of either of the entry fees above**

No. of 20x20 swap spots at \$20.00 each _____ Amount enclosed: _____

Monday May 30, 1988

SAAC-MCR Club Picnic at Ford Field. Everyone Invited

Tuesday May 31, 1988

Open Track event at the Waterford Hills Road Racing Course

Spectator viewing inside the paddock area only - free of charge.

THE TIMING TOWER IS OFF LIMITS TO SPECTATORS

Non track participants must park outside the paddock area. Parking is free.

Tech inspection ONLY until 10:30am. If you're not in line by 10:00am, you don't run. Tech will include: Presence and use of seat belts and approved helmet, brakes, tires, front suspension, battery firmly secured, body panels secured, oil leaks, water leaks, excessive noise (76dba limit). Failure to comply with these items will result in NO PARTICIPATION

1.5 mile track * 75 car participation limit * 3 to 5 cars on track at a time
INDIVIDUALLY TIMED EVENT - ABSOLUTELY NO PASSING - ALL PERSONS REQUIRED TO SIGN INSURANCE WAIVERS

YES, I WISH TO BE A TRACK PARTICIPANT _____ (PRICE TO BE DETERMINED)

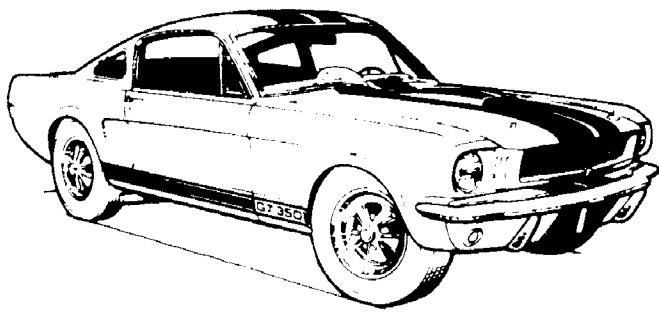
SAAC-MCR MEMBERSHIP DUES

THE ANNUAL DUES ARE \$12.50. PAYMENT OF YOUR DUES AT THIS TIME ENTITLES YOU TO THE CLUB DISCOUNTS SHOWN ABOVE AMOUNT ENCLOSED: _____

PLEASE FILL OUT THIS FORM COMPLETELY AND RETURN TO: SAAC-MCR P.O. BOX 4008 DEARBORN, MI 48126

TOTAL AMOUNT ENCLOSED: _____

FOR MORE INFO: CALL TOM GREENE: (313) 420-0398, MARK CORICH (313) 563-5403 OR JOHN GUYER (313) 398-7462



Directors Corner

By Tom Greene, MCR Director

SAAC - MCR

We are the Shelby American Automobile Club - Motor City Region. Among our members, you will find a great bunch of people who have as diverse a background as you can imagine, but all of whom share a common interest, the love of cars. The specific objects of our affections are the cars inspired by Carroll Shelby, and built from 1962 to 1970. The motto of the club is "Ownership is not essential, enthusiasm is", and we have the most enthusiastic members you'd ever want to meet. Nothing has changed from the description of our club through the years, we are still the most devout car freaks I know.

This enthusiasm results in some of the best events put on by a regional club anywhere. We have two or three high speed events per year, as well as two shows, three swap meets and social functions. Included in these events is our premiere event; Show and Go. This year is the 13th annual event - Think about it - the first event was held during the darkest ages of all; post oil embargo complete with the most boring and lethargic cars ever manufactured. We can thank the founder of our club, who has been and still is a director of the national club since its formation, Jeff Burgy. In fact, the

first Show and Go was held BEFORE the first national SAAC convention. This years' Show and Go promises to be the best ever. We have said that every year, and every year, it has been true. Last year we had about 200 cars and 70 vendors with some of the best Ford stuff around. This year we will again have the show and swap meet at the AAA of Michigan headquarters in Dearborn, on Sunday, May 29th. That is Memorial Day Weekend and the PA system will be broadcasting the Indy 500. We will have about 30 classes that will cover everything from Model T to SVO's, including street rods, competition cars and Shelys and Cobras. In fact if your vehicle is Ford powered, we have a class for it. We have a history of drawing some very interesting and rare cars, as well as a large gathering of very nice cars that have the distributor in the front of the engine.

The Go portion of the Show and Go will be held on Tuesday, May 31st. Yes, that is a normal working day, but we have to make some concessions to the gods who rule on the race track availability dates. Make your vacation plans now, we have. I did say race track. For the second year, we have rented the Waterford Hills Road Race Course for this event. It is a 1.5 mile, 11 turn course that is one of the most demanding on driver talents in the country. Former Formula One World Driving Champion Jackie Stewart has rated Waterford as; "one of the best tracks in the world for the development of driver skill". What a place to try out your driving talents and your car. We do make it as safe an event as is possible. There is ample distance between cars and corner workers from the Michigan Turn Marshals association will be on hand, should anyone become overly exuberant and go spinning off into the tullies. Last year, there was plenty of track time for all the participants, we even



Work crews apply a new asphalt surface to turn four, Hilltop Turn, in front of the spectator bleachers at Waterford Hills Race Track. The 1.5 mile road course is host of the annual Meadow Brook Historic Races, scheduled for Aug. 5-7 this year. [MOTORSPORTS PROMOTIONS - PHOTO]

Waterford Hills Gets Asphalt Face Lift

Clarkston, MI -- Vintage Racing enthusiasts will find smooth driving this August when they head for the hills, Waterford Hills that is. The 1.5 mile road course in Clarkston, Michigan, host of the annual Meadow Brook Historic Races, recently received an asphalt face lift, the first major resurfacing of the facility in almost 15 years.

Between one and four inches of asphalt were applied throughout the track, ridding it of surface undulations.

"I think drivers will find the smoother, more stress-resistant track surface certainly enhances lap times in addition to making the ride easier," said Waterford Hills Road Racing, Inc., president Don Burry.

The fourth annual Meadow Brook Historic Races scheduled for August 5-7 are co-produced by WHRRI and Motorsports Promotions, Inc. The event's 1988 featured marque is Porsche and a record turnout of entrants and car clubs are expected.

In addition to the track's resurfacing, asphalt was also applied to the paddock area, and a steel and earth barrier under construction since last year along the

Director's Corner (cont.)

left the track a couple of hours ahead of schedule. And, who could forget seeing Rich Tweedle's SVO looping in Turn #1.

There was an honest to gosh Trans Am Boss 302 race car, a 427 Cobra, GT350's and 500's. Cougars, Mustangs, Pintos and well, just come out and see. Throughout the day, not one vehicle came into contact with anything solid. In fact, there was only one sour note, or should I say, LOUD knock, as the engine in the club director's 66 GT350 saw "a few too many RPM" out of turn #2.

Why not join in the fun this year. Just call (313) 420-0398 for information.

**Don't Forget
SAAC-MCR Club Picnic
Monday May 30th - Memorial Day
Ford Field
Dearborn, Michigan
Food
Fun
Softball Games**

and

**Carroll Shelby's
Texas Chili**

track's main straightaway is nearly completed and will be finished by the start of racing season at Waterford Hills in May.

SAAC - MCR MEETING MINUTES

April '88

March '88

The meeting was called to order at 8:10 by Tom Greene. First order of business was recognition of new members and guests, including DOUG BEERS, CHERYL PETERS, TERRY SMART and MIKE PINSON. Mike gets the long distance award coming from Texas.

On a sad note, it was learned that Dale Rabe's father had been fatally injured in a snowmobile accident this winter. The club had donated \$100 to charity in memory of Dale's father.

The swap and sell sheet was passed around the room and the results can be found in the classifieds section.

Clay Stroup brought in pictures of his GT500 convertible that he just finished restoring after four years of work. Members Roy and Cheryl Moore informed us that their Ford Truck won BEST OF SHOW at the Toledo Autorama. Too bad they couldn't show it at the Detroit Autorama.

NATIONAL NEWS: John Guyer talked about the date change of the National Convention in California this year. The date has been changed to July 1, 2 and 3 which is a traditional date for the show. It was originally scheduled for August. Also, the national club has a new address, which is SAAC, P.O. Box 681 Sharon, Connecticut 06069.

EDITORS REPORT: The Jan/Feb issue is at the printers.

DIRECTORS REPORT: We have the AAA parking lot again for Show and Go XIII. Show will be held on Sunday, May 29th. Monday, May 30th our club is going to have a club picnic at Ford Field in Dearborn. The local PFCA and MOCSEM clubs are also invited to attend. There was also talk of a "challenge" softball game between SAAC-MCR and MOCSEM. Tuesday, May 30th is on schedule for the track event at Waterford Hills. A motion was made to change Show and Go 13 to 14 due to superstition over the number 13. The motion was defeated (it never rains at Show and Go!)

FINANCIAL REPORT: Lee Swonder reported that we have enough money to finance Show and Go.

TECH INFO EXCHANGE: Questions were asked and answers given to them when possible. Such as when Dean Ricci asked why his 5.0 litre throttle body engine always stalls out during rain storms. Jeff Meinicke suggested that he not drive it on rainy days!

50/50 Drawing: Rick Bracken won \$31.00.

NEW IDEAS: Club is planning another club picnic later in the year, probably at Stoney Creek Metro Park in late July or August. Anyone want to organize it ???

Meeting adjourned around 9:30 pm for the 37 people in attendance.

Meeting was called to order at 8:00pm by Tom Greene. First order of business was to recognize new members and guests, such as SANDY TWEEDLE, CHERYL TWEEDLE, MIKE HAYES, WILLIAM WHITE, LOUIS RATSOS, and BRIAN GREENE. LARRY SPRADLIN and DAVID MILLER win the award of being the first one's this year to arrive at the meeting in a Shelby, a Red 1967 GT500 fastback and 428 CID of engine under the hood. The 4:11.1 read end pushed the Ford all the way up from OHIO!

SWAP and SELL: Sheet was passed around and the results can be found in the classifieds section.

NATIONAL NEWS: John Guyer told us that the national Shelby Registry is out. John also received a letter from Rick Kopec that talked about the fact that there are alot of regional members that are not national club members. 32% of us belong to the national and in some regions its as high as 82%. A discussion ensued on the issue but we did not decide to insist on national memberships at this time.

EDITORS REPORT: The "Swim-suit" issue from last month was well accepted and appreciated by the male contingent. The next issue (the one you're reading) will go to print shortly after the meeting -- which means the club secretary has to get it in gear and get the minutes done.

SHOW and GO report: Mark Corich is still working out the trophy layout and style, they will be different from last year. Swap meet spaces are \$20.

DIRECTOR'S REPORT: Jackets. The saga continues stay tuned. To put it nicely what we ordered is not what we received. Our original September 17th date at Waterford has been cancelled by WHRRI and we have a new date of Sunday, October 2nd.

FINANCIAL REPORT: Lee Swonder was absent.

TECH INFO EXCHANGE: Question and answer period took place concerning items of a technical nature. You had to be there to fully appreciate it. See what you miss when you stay home and play couch potato!

50/50 DRAWING: Roy Moore won \$37.00. Bob Varcoe supplied us with some GT350 posters that were raffled off.

The meeting adjourned around 9:30pm for the 39 people that attended. The meeting was filled with conversation, plenty of food and good company. If you're a member and not attending the meetings - you're not getting your money's worth. Did you know our meeting policy is "All the pizza you can eat for \$2.00". You couldn't feed your family at home for less - unless you eat cereal in milk all the time (ha!)

MINUTES WERE COMPILED BY:
KURT FREDRICKSON and DEAN RICCI.

Changes may occur at Detroit Members Only Dragway in '88

By Dean V. Ricci, Editor

I'm constantly running into people who ask me if Detroit Dragway is still in business. Well it is, for another year starting May 1st. They had their annual driver's meeting this past March. They covered the usual things, like insurance going up again, but there was one ray of hope for the future that just can't go un-noticed.

The track manager had announced that he didn't want to get anyone's hopes up, but there is a good chance that later on this year, it will be announced that NHRA is going to purchase Detroit Dragway. Boy, wouldn't that be nice.

To me, it's pretty good strategy on the part of the NHRA. Detroit is the only track they have sanction over in Michigan. Milan, the big track, is sanctioned by Billy Meyer's IHRA, and so will Billy's new track being constructed in Monroe, Michigan. That leaves NHRA with no place to hold a pro event in southeastern Michigan, unless they buy Detroit Dragway, and use some of their proposed \$15 Million dollar track improvement fund to get the facility out of disrepair. It's an expensive venture, property taxes alone on that land are \$90,000 per year. NHRA can do it, it just depends how much they'll have to spend. Hopefully, we'll get some news on this later on this summer.

Also covered at the meeting were some awards that needed passing out. One such award was given to the Shelby Clubs own **Tim Young of Oak Park, MI** ('68 Red Mustang Fastback with BIG Stereo Speakers) Tim received an appreciation plaque from the Dragstrip for helping them to rebuild the P. A. system for the spectators. If you had been there last year, you knew how hard it was to hear any announcements being made. Now after the hard work donated by Tim and two other fellows, the announcements can be heard with ease.

So next Saturday night you're free, take a ride down to Detroit Dragway and catch the exciting racing going on there. You'll see more Fords running there than you will at the PFCa Columbus event !

Members Only

By Kurt Fredrickson

The Meeting Minutes that appear in each issue of Shelby Life are an account of the issues and ideas that were discussed at the meeting for which they pertain. No opinion or particular stance is taken on the issues, so you have an unbiased report of the goings-on of the meetings. You can form your own opinions about club issues, but better yet, come out to the meetings and take part in what goes on. After all, it's your club. There are roughly 40 people that attend the meetings each month, a number far short of our actual membership. You can't get anything out of your membership if you don't participate, so don't be shy.

We are coming up to the high point of the year for the club with Show and Go 13 just around the corner. This is a big show which means we need many volunteers to stage a successful event. So if your at the Show, come up to the registration and donate an hour of your time to fill one of our many positions at the show, it will be greatly appreciated by our many tired workers.

For future issues of Shelby Life it would be greatly appreciated if you could contribute pictures or articles about what you're doing with your car. There is always a need for them.

Club member Mike Taylor recently purchased yet another Shelby for his collection. The new one is a White 1968 GT500KR convertible, with a 4 speed transmission, factory air, the big 428 CID and only 52,000 original miles on the car. This puts three Shelby Mustangs into Mike corral; a '68 GT350 convertible, a '68 GT500 convertible and the new '68 GT500KR. That makes one of each Mike. Also the color scheme of the three is very Shelby American indeed, a red one, a white one and a blue one. We should all be so fortunate and we can't wait to get them together for some pictures.

Once in a while, a car shopper gets lucky. Such was the case for Scott Minch. In his travels as a full-time swap meet person, he found out about a fellow in a rural area of the state who had struck oil on his property and was ready to retire and move to Hawaii. One problem though, do we really want to transport a Boss 429 on an ocean going vessel? Naw, better sell it. So Scott hooked up with the guy and took a look at the beast. It had been stored in his barn for the past ten years and was covered with chicken do-do among other things. But Scott gave it a close look and saw that it was "all there" and bought the car (which went cheap). Turns out when he picked up the car, it came with enough spare parts to build a second motor, if you had a spare Boss block to use. Days later Scott purchased yet another Boss 429 - that's two in the same month. Why is it you always read about this kind of luck, but it never happens to you. Such is life.

July 16-17

Super Ford Street Machine Bracket Nationals

Milan Dragway

Beautiful cars

Big Swap Meet

Drag Racing

and Beauty Contest

Go for It

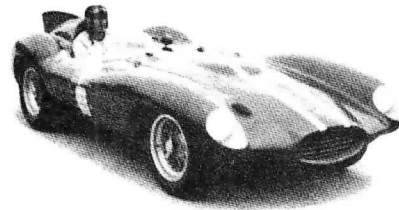
Crusing at 64

At an age when most people think of retiring, Carroll Shelby is still running in the fast lane.

by Gary Witzenburg



COURTESY CARROLL SHELBY COLLECTION (2)



Because Mr. Shelby had won nearly every race he'd run in 1956 in a Ferrari, the owner of the company, Enzo Ferrari, summoned him to a meeting in 1957.

out of style in the 70s but now have returned. So, too, has Mr. Shelby -- at age 64, a time when most people are considering retirement.

He returned to the car building business last year when his plant began manufacturing a sports car based on the already fast Dodge Omni GLH (Goes Like Hell, enthusiasts say). Mr. Shelby named his version the Shelby GLH-S (Goes Like Hell - Some More) and offered it through specially selected Dodge-Shelby dealers. The 500-unit run sold immediately, but he has no plans to produce more. Instead, his company is concentrating on manufacturing 800 Shelby Lancers.

It is appropriate, however, that Mr. Shelby would mark his return with an auto that "goes like hell", because since the day he was born - January 11, 1923 -- in Leesburg, Texas, Mr. Shelby has been described as "hell-bent for leather." His father moved the family to Dallas when Mr. Shelby was 7; that same year, two significant events occurred that shaped the direction of his life: he developed a strong interest in cars and racing, and his doctor diagnosed a pain in his chest as a minor heart murmur.

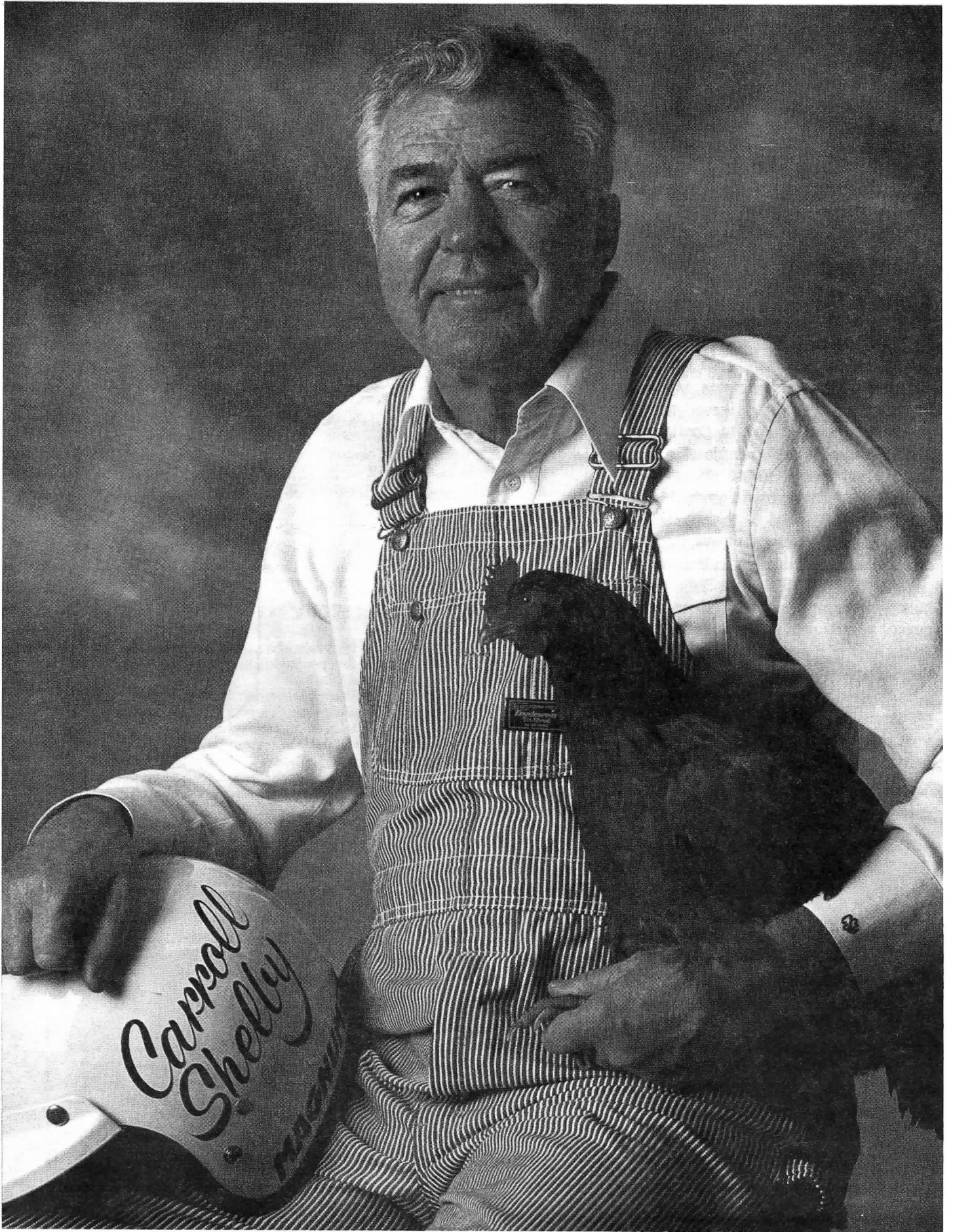
As Mr. Shelby grew into the stereotypic tall, strapping Texan, he seemed to outgrow the heart problem. He married his high-school sweetheart, joined the U.S. Army Air Corps as a mechanic, and went through flight school, then engineering school. He spent World War II flying training missions for bombardiers and navigators, as well as testing aircraft after maintenance.

Returning to Dallas after the war, Mr. Shelby started a business delivering ready-mix concrete, often driving the trucks himself. It was profitable, but not enough. Texas's then-booming oil business seemed a better way to seek fortune, so he sold his company in 1947 and went to work as an oil-field roughneck to learn the trade. A year and a half later, his fortune no closer to reality, he changed direction again and began a chicken farm north of Dallas.

Mr. Shelby made \$5,000 on his first batch of chickens. His second batch died. Life became a frustrating, back-breaking struggle to keep his chickens alive and his family's needs supplied. During this difficult time, continued on page 12

THIRTY-SIX YEARS AGO, Carroll Hall Shelby was a Texas chicken farmer with a dream. Of course, a lot of folks have dreams, but Mr. Shelby also had a plan. The difference is mostly in execution, and whereas it took him a while to forge his vision into reality, he eventually parlayed it into a fortune -- not on the wings of chickens, mind you, but on the wheels of a Cobra, one of the world's fastest sports cars.

Today Mr. Shelby, after a 16-year retirement from building sports cars, is at it again. At Shelby Automobiles Inc. in Whittier, California, he takes ordinary Chrysler Lancers and transforms them into muscle-bound little brutes -- sophisticated sports cars with sleek lines and 175 horsepower, turbocharged engines. Mr. Shelby built his first sports car -- and his reputation -- in the 1960s, a golden time for road racing when gasoline-thirsty engines flexed their cubic inches. Such high-performance cars went



Autorama '88 Port Huron, MI

By Dean V. Ricci, Editor

A show that I have grown to look forward to each year is the annual Autorama event held at the Port Huron Civic Area.

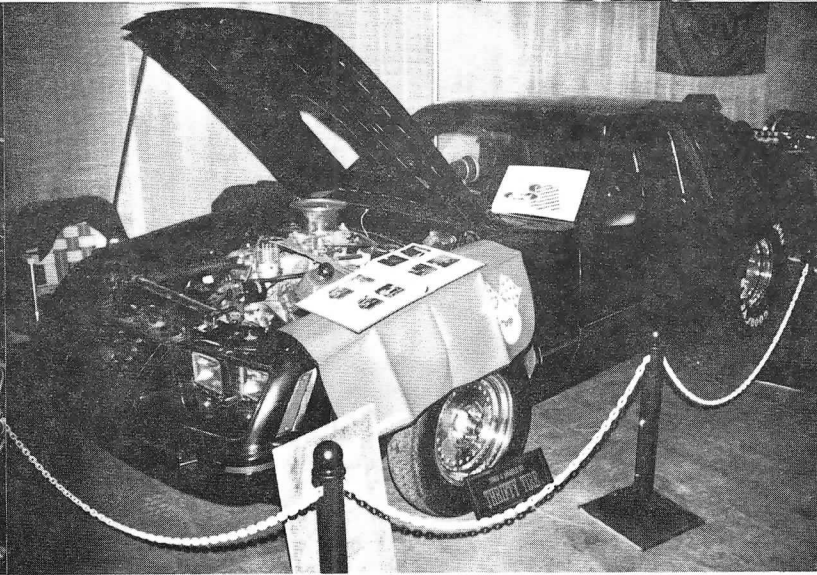
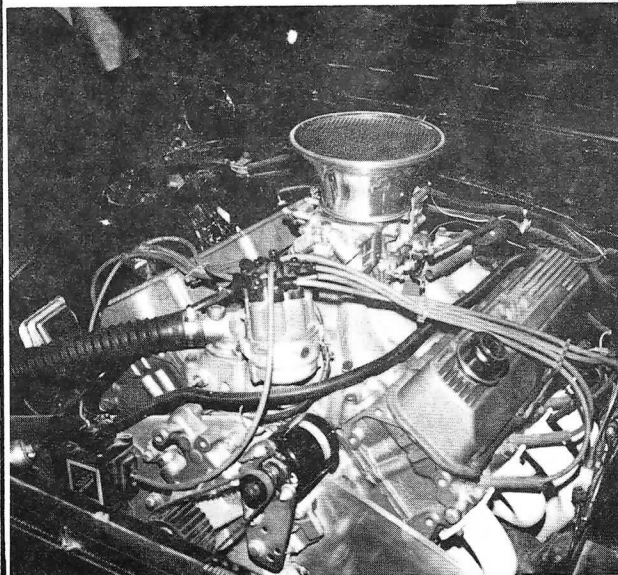
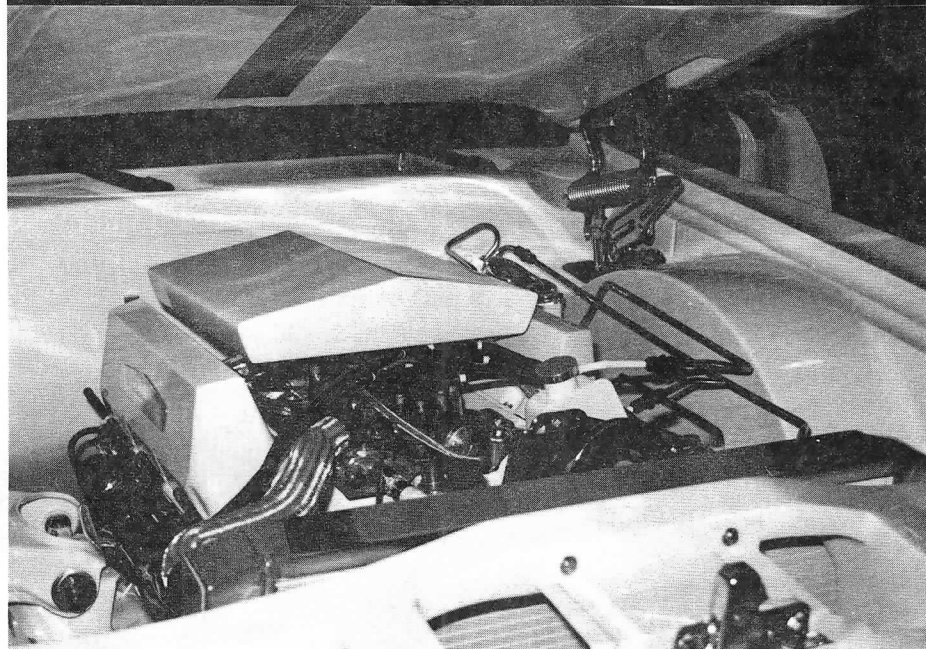
It's held at a time in the year when the weather is getting nice enough to start thinking about driving that convertible again but not quite yet.

So you go to the Port Huron Autorama looking at cars you'll be seeing out in the fun and sun this summer.

However, like any Autorama, you run across cars that no way will ever make it to the street. This White Continental Mark IV is a prime example of a "car that's clean enough to eat off of". And when that cleanliness expands to the undercarriage and the ENGINE COMPARTMENT, well you know this car sits on its rack, collecting its trophies.

We also spied this black late model Mustang sporting a big-block 460 CID motor, a very popular conversion these days (kind of a modern day Boss 429 - Sorry Boss "9" owners).

If you get the chance during the month of March in 1989, try checking out the Port Huron show. Might be just what you need to whet your appetite for summer.



Carroll Shelby (cont)

he began helping a friend who modified and raced English MG sports cars. He soon caught the racing bug.

In May, 1951, he climbed aboard his friend's MG-TC at a Sports Car Club of America (SCCA) meet in Norman, Oklahoma, and won his first closed-course race. More victories followed, and soon the 29-year-old Mr. Shelby was known throughout the Southwest for his racing. One day he showed up at the track in a pair of striped bib overalls. People laughed, but Mr. Shelby won, and a trademark was born. He recalls:

"My chickens all had limberneck, and I was going broke. I'd been vaccinating chickens and ... was running late, so I drove out to the track in [my overalls]. It was hot -- about 110 degrees -- and I decided to leave the overalls on because I thought they'd be cooler to drive in. I won the race in them and everybody giggled and laughed, but they ran my picture in the paper in those overalls. I decided, shoot, this is a pretty good deal, and I just kept on doing it."

The chicken farm soon went under, but Mr. Shelby had a new career as a paid driver. The next few years brought more victories, faster cars, and wider fame. He had a record streak of 19 consecutive triumphs and 2 SCCA national championships. In 1956 and '57, he was the Sports Illustrated Sports Car Driver of the Year, and in '58 the New York Times honored him as driver of the year. The next year he captured one of the grandest sports car victories, the 24 hours of LeMans.

Then one morning Mr. Shelby awoke with a pain in his chest. His doctor said it was angina pectoris, brought on by overexertion. Mr. Shelby recalls:

"Lucky I didn't have a heart attack during a race, because those Grand Prix races in the '50 used to be 300 or 400 miles long. You'd lose 15 pounds sweating."

This is not a man without courage or determination. In 1955, he had co-driven a Ferrari to a second place finish in an endurance race in Sebring, Florida, with one arm badly broken from an earlier crash. To support the heavy cast, he taped it to the steering wheel. At Nassau in 1956, he had raced against the crazed Marquis de Portago in the dark without headlights for an hour. Mr. Shelby remembers:

"We must have run into each other about 15 times. I should have known better. I should have pulled in, but I just wanted to beat [him]."

He did, averaging nearly 100 mph. After a crash in September, 1957, at Riverside, California, surgeons repaired his face and fused three discs in his back, yet by November he was back at Riverside, winning the next major race.

The heart condition was serious, however, and the only way to beat it was to quit racing. Still Mr. Shelby drove the 1960

season with nitroglycerin in pills under his tongue and won the road-racing championship of the United States Auto Club. "Then I said, well, enough of this. I think I'd better quit and get on with my car."

That was the plan. Since the days when Mr. Shelby had helped his friend work on those English MGs, he had nurtured the dream of someday building his own sports car. Although he thoroughly enjoyed his driving career, he says, he had seen it primarily as the means to an end. He joined the high-pressure, dangerous racing circuit in Europe ("They used to kill four of five Grand Prix drivers a year in those days") to learn about the sports car business. "I had to drive to make a living, but I wanted to go to Europe to see how Ferrari worked, how Maserati worked, how Morgan, Aston Martin and Lotus worked," he says.

As early as 1955 he had come close to putting together a deal to wed European chassis to Chevrolet Corvette power trains, but the top brass at Chevrolet, he says, shot down the idea. The last thing the struggling Corvette needed back then was another strong competitor.

In 1957, Mr. Shelby curtly turned down an offer to drive for Ferrari. He had done extremely well the previous year in a private Ferrari, so Enzo Ferrari summoned Mr. Shelby to a meeting in Modena, Italy. Factory Ferraris dominated the competition in those days, and most drivers longed for a chance to drive one. But the position offered was second rank, the pay was a pittance, and Mr. Shelby had little use for the way Ferrari treated drivers. Mr. Shelby had raced and won in most of that era's fastest sports cars, and he saw no reason why he couldn't build one even faster.

His plan evolved into reality, he says, when "I decided it should be an American car and moved to California in 1959." It was the center for much of the sports car culture, where people with knowledge, skills and experience could help Mr. Shelby build his dream car.

His first priority, however, was earning a living. Because he had been the first top notch driver to switch to Goodyear tires at a time when Firestone ruled the roost, the company awarded Mr. Shelby a fledgling racing tire distributorship for the western states. "Not a big business, but a nice business," Mr. Shelby recalls.

He also dabbled in mail-order speed equipment before founding the country's first high-performance driving school. And he signed on as a consulting editor for Sports Car Graphic magazine.

In the fall of 1961, Mr. Shelby began developing the prototype for his dream car, using a new, small Ford V8 engine in a version of sports car manufactured by AC, a British company. He christened this hybrid automobile the Cobra, then soon realized he needed money to move the car from prototype to production. A friend at Ford, engineer Don

Frey, arranged a meeting with Lee Iacocca, then a company vice-president and general manager.

With his black cowboy hat and boots on, Mr. Shelby marched confidently into Mr. Iacocca's office, looked him square in the eye, and asked for \$25,000 to build a car that would blow away Chevy's Corvette. Mr. Iacocca got the message. "Give this guy \$25,000 before he bites somebody," he told Mr. Frey.

When the fast and beautiful Cobra appeared in 1962, it was a hit with the auto press from the first test drives of the prototype, which Mr. Shelby kept repainting to create the impression that there were several cars. The small block engine grew from 260 cubic inches to 289, then was replaced in mid 1964 by Ford's powerful 427 cubic inch V8. The average 427 Cobra could accelerate from rest to 100 mph in less than nine seconds, then brake to a stop in another five seconds. Even by 1960s muscle-car standards, that was awesome performance.

Two years after the Cobra's birth, Mr. Iacocca asked Mr. Shelby to make a serious sports car out of Ford's pretty but tame new Mustang coupe. The result was another venture and another legend - the Shelby GT350. Like the Cobras, these were raced almost from the day they went on sale in January, 1965, and both of Mr. Shelby's creations performed well against the Corvettes in their respective SOCA classes.

In 1966 and '67, Mr. Shelby and Ford's factory prototypes defeated Ferrari at LeMans, and his Mustangs humbled their competition in the new Trans-Am championship series. But Mr. Shelby grew tired of the car building business in the fall of '67, and the Cobra line, after producing 1,010 cars (356 of them were 427s), closed down. The Shelby Mustang production was moved to Michigan. Mr. Shelby says:

"Chrysler offered me a deal in '68, but I never took it. Except for Iacocca [still at Ford], I would have. Then Toyota [for whom he ran a short-lived racing effort] offered me their Gulf States distributorship. But Iacocca said, "No, we're going to push the Japanese back into the ocean. You shouldn't take it Shelby". That distributorship is now making a profit of about \$50 million a year.

"But when I walked into [then a general manager and vice-president at Ford] John Naughton's office in 1969 and told him I wanted out, I did it for one reason. I said, "John, I don't want to build cars anymore, and I don't want my name associated with it, because with emissions and safety regulations you can't build performance cars. They're going to go away in this country." And sure enough they did, for 10 years.

Mr. Shelby spent that 10 years concentrating on other businesses and investments: aluminum wheels, real estate, airplanes and chili.

Chili ?

"A partner and I had a ranch down by the Mexican border in West Texas, a couple hundred thousand acres, and we couldn't sell it. I called a friend named Tom Tierney, who's an ex-Ford PR man and quite a promoter. "Tom, I said, I've got this ol' ranch that's 200,000 acres of rocks. How are we going to sell it? Tom called back in a couple weeks. We're going to have the world's championship chili cook-off", he said.

"So we had the first one. Tom got the press interested, and it became an annual event. A couple years later we sold the ranch. But I had been giving this chili away. For five years we gave it away, until one day my accountant said, 'You're five years are up. You'd better either go into business or forget this chili ... because you gave away \$35,000 worth of it last year.' So with that I found me a food broker and went into business in California [Carroll Shelby's Original Texas Chili]. Then it spread to the 50 states and ... was bought by Kraft. That was a nice deal."

In late 1979, Mr. Iacocca, now Chairman of Chrysler Corp., called Mr. Shelby and proposed doing a performance program with him again. Mr. Shelby remembers:

"Along about that time, I went to Ford and said, 'Performance is coming back. What are you going to do?' And they hired Jackie Stewart I'd been loyal to them all through the '70s and hadn't gotten anything at all out of it."

"I was having fun down in East Texas, had my motorcycles and my Cobras and stuff down there, and I was playing golf and had enough businesses that I was getting along just fine. But I thought, shoot, there's still some things I want to do. I don't want to just hang around. Guess I'll go show 'em I can do something somewhere else."

It too Mr. Iacocca some time to get the failing Chrysler Corp. turned around, but after he did, he worked out an agreement with Mr. Shelby to develop performance parts, as well as higher-image versions of certain Dodge models. That new partnership was announced in September, 1982, and out of it came the Chrysler-Shelby California Development Center in Santa Fe Springs, where engineers are working on such automotive exotica as multivalve cylinder heads and four-wheel drive for high-performance cars.

The first Shelby-signature Chrysler product was the '83 Dodge Shelby Charger, and Today's turbocharged version of that same car remains popular as an affordable high-performance choice for young buyers. Mr. Shelby explains:

"I want to build two or three or four different model cars a year. I want to take what is built by Chrysler and change it around for my customers ... more power, stiffer suspension, wider tires, bigger brakes, more aggressive aesthetics. We will probably engineer everything we change or put on, except body panels, and we'll run our own emissions testing and development. But we could never afford to design a whole

automobile; we'll never have the volume to do that. I wouldn't want to, because then we'd have to sell cars for \$50,000 or \$60,000 like Porsche and Ferrari."

Mr. Shelby makes it clear that Shelby Automobiles Inc. is a separate entity with no financial ties to Chrysler. He says:

"Chrysler doesn't own this company. We merely use Chrysler products, and Chrysler works with us because of the image rub-off from having us use their products. We walk our own way and do our own thing"

As Mr. Shelby's new car-building company grows, about half of his carefully chosen employees are coming directly from Chrysler -- amazingly, with its cooperation. "I'm hiring people with experience in the industry," Mr. Shelby says. "They've had a lot of expensive training, and they have a lot to contribute. They come out to a little company like this, and they get to do things. It's hands-on. They find it exciting to be able to walk into the owner's office and sit down and discuss product. They couldn't do that very often with Iacocca."

Not surprisingly, Carroll Hall Shelby has a new dream and a new plan:

"To put some good people together and then look real hard at building another sports car. I'm looking at whether it's feasible; and if it is, we just might do it. And it just might be another world-beater."

ED. NOTE: Taken from American Airlines In-Flight magazine "American Way - Published May 15, 1987. Article was contributed by club member Steve White.

CARROLL SHELBY ON MANAGEMENT

One of the most refreshing things about Carroll Shelby, and certainly one of the keys to his success, is his management style. It boils down to "people, product and PR." He explains:

"My philosophy is to establish policy and general principles and then let people run their own departments. I feel that my time is best spent on policy and on doing my homework on what kind of product we should be building two or three years down the road, rather than telling some guy who's been an engineer for 30 years how to engineer"

"I'm interested in product, and I'm interested in the welfare of the people who run the company. I'm interested in seeing that they have every opportunity to do their jobs without a lot of influence. If you hire the wrong guy, you can get rid of him and get another one. But if you try to tell a real professional how to do his job, he's entitled to leave and go find a good boss."

On people: "You have to pick the right ones to begin with, then you have to motivate them. You have to let them make money; but, above all, you have to let them run their own railroads, make their own decisions, and feel their self-importance. And I don't tie them up in meetings all day like too many companies do."

On product: "The most important thing is for the making of money to become secondary. The product has to come first; then

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CALL ME ROGER - by Albert Lee

Publication date May 1, 1988

Contemporary Books, Inc. 180 N. Michigan Ave Chicago, IL 60601

the profit will follow. I have the last say on what the product is going to be."

On public relations (which Mr. Shelby prefers to think of as media relations): "I feel the same way about public relations. The press has a job to do, and that is to write something about you or your company or your product. You may as well cooperate and make it easy for them, and then maybe they'll write something nice. A lot of people look for an adversarial relationship with the media, but that's stupid."

On entrepreneurship: "My philosophy is that if a business isn't making any money, or if it isn't any fun, close it up or sell it."

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For Sale: '67 Mustang Fiberglass hood. \$7 Dave Miller (919) 865-9781

For Sale: Versailles rear end complete disc to disc. \$250. Larry Spradlin (419) 865-6657

For Sale: 4 14x6 '68 "GT" wheels, centers and trim rings. \$150 o.b.o. 66 fiberglass "NASCAR" hood for Comet. \$550 o.b.o. WANTED: '65-'66 Mustang convertible or fastback. must be in good condition. Phil Jacobs (313) 879-8557

Wanted: 7.5" traction-Loc unit Steve White (313) 773-9588

For Sale: 66 Mustang coupe. White/black vinyl roof. 289 2V, auto, P/S, AIR, pony int, Styled steel wheels, luggage rack. Missouri car. 2nd owner 70,000mi. \$6,000. Bill Cook (no phone number given).

Wanted: '65 or '66 Shelby GT 350. Extreme basket case or worse preferable. Robert Varcoe (313) 774-4375

Wanted: 2 '87 Mustang GT wheels. Need not be show quality-only useable. Wayne Morris (313) 689-8437

Wanted: Set of 4 Factory 15x7 wheels, caps and lugs for 1969-70 Shelby. Dennis Teschendorf (313) 652-3382

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WANTED: 68 Shelby 10 spokes, new or repro. Need 4 wheels. Kurt Fredrickson (313) 427-2449

For Sale: Dale Rabe's 80 Pinto wagon. 85,000 miles, GC, Auto, great transportation home: 573-8751 work: 3224842 Asking \$900.

For Sale: '84 Capri RS HO 302 Ssp, T-Tops, tilt, cruise 35,000 mi \$6,500. Call David

Miller at (419) 865-9781

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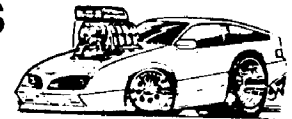
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