

SHELBY LIFE

SHELBY AMERICAN AUTOMOBILE CLUB
Motor City Region

MARCH / APRIL / MAY 1991 VOLUME: 16 NUMBER 2





SHELBY AMERICAN
AUTOMOBILE CLUB
Motor City Region



PRESENTS

Rain or Shine !

The 16th Annual Event

MOTOR CITY SHOW & GO 16

June 2 & 3, 1991

Mustang, Shelby, Torino, Montego, Griffith, F100, Cougar, Falcon, 4x4, Model T or SVO, we have a class for your Ford Powered Vehicle !!!!!!!!!

<p>SUNDAY Car Show and Swap Meet</p>	<p>MONDAY Open Track Event</p>
<p>SCHOOLCRAFT COLLEGE - LIVONIA 7 mile road and Haggarty, just west of I-275</p> <p>OPEN TO THE PUBLIC FROM 9am TO 4pm GENERAL ADMISSION \$2 SENIOR CITIZENS \$1</p> <p>Voting by entrants from 11am to 2pm Trophy presentations at 4pm</p> <p>Dash Plaques awarded to the first 100 registered vehicles Show & Swap setup begins at 7am Sunday</p> <p>CAR SHOW \$10 per vehicle pre-registered \$14 after 05/15/91</p> <p>CAR CORRAL Any make vehicles for sale \$5 per vehicle</p> <p>SWAP MEET (20x20 spaces) \$15 per space pre-registered / \$25 after 05/15/91</p>	<p>WATERFORD HILLS ROAD RACE COURSE OPEN TO THE PUBLIC - GATES OPEN AT 8am Track open from 10am to 5pm</p> <p>FREE GENERAL ADMISSION AND LOTS OF FREE PARKING ANY MAKE VEHICLES ALLOWED TO RUN ON TRACK CONVERTIBLES MUST HAVE A ROLLBAR !!!</p> <p>\$50 per vehicle for SAAC-MCR members \$60 for non SAAC-MCR members. Participation limited to 50 cars, based on pre-registration receipt date of 05/15/91 All vehicles \$60 after 05/15/91</p> <p>TECH INSPECTION REQUIRED - 75 dba noise limit. Tech will be open from 8am to 10:30am only. SNELL APPROVED helmets are required: your car must have operational brakes, seat belts and exhaust system.</p>

CONTACT: Jeff Meinicke (313) 427-4478
Kurt Fredrickson (313) 427-2449
Phil Jacobs (313) 879-8557
Track Info: Ed Ludtke (313) 626-4312

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Shelby Life

SHELBY AMERICAN AUTOMOBILE CLUB-MOTOR CITY REGION

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 MOTOR CITY REGION**
 P.O. Box 4008
 Dearborn, MI 48126

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Operations: Dean Ricci
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 Advertising: Phil Jacobs
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 Editor: Kurt Fredrickson
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1991 CALENDAR OF EVENTS

DATE	DAY	EVENT
05/02	THU	Club Meeting - Pizza Hut
05/17-	FRI	SVRA Vintage Race - Road
05/19	SUN	America, Elkhart Lake, WI
05/18-	SAT	14th Indiana Spring Fling -
05/19	SUN	Nashville, Indiana (812) 988-7146
05/19	SUN	Spirit of Detroit Car Show -
		Historic Fort Wayne 949-3386
05/24	FRI	Tentative SAAC-MCR Cruise to
		Southgate Center - Carl 591-3569
06/02-	SUN	Motor City Show & Go XVI
		Schoolcraft College - Livonia
06/03	MON	"Go" Track Event - Waterford Hills
06/06	THU	Club Meeting - Pizza Hut
06/09	SUN	Carnival of Cars - Mound Rd. between
		12-13 Mile Rd. 851-4825
06/21-	FRI	SVRA Vintage Grand Prix -
06/23	SUN	Mid-Ohio Sports Car Course
06/27-	THU	SAAC-16 National Convention -
06/29	SAT	Charlotte Motor Speedway
07/11	THU	Club Meeting - Pizza Hut
		**NOTE THIS IS THE 2ND THURSDAY IN JULY!
07/13	SAT	MOCSEM Annual Picnic -
		Maybury State Park
07/18	THU	SAAC-MCR Tentative Cruise Night
07/19-	FRI	PFCA 7th Annual Super Ford
07/21	SUN	Extravaganza - Milan Dragway 462-2670
08/01	THU	Club Meeting - Pizza Hut
08/03-	SAT	Meadowbrook Historic Races -
08/04	SUN	Waterford Hills
08/09-	FRI	16th Northwoods SAAC Road America
08/11	SUN	Hi-Speed Track Touring Event
08/11	SUN	MOCSEM 4th Annual Mustang Memories
		Car Show/Swap Meet
08/15	THU	SAAC-MCR Tentative Cruise Night
09/05	THU	Club Meeting - Pizza Hut
09/06-	FRI	SVRA Serengeti Vintage Cup -
09/08	SUN	Watkins Glen, NY
09/22	SUN	SAAC-MCR 10th Annual Fall Show and
		Swap Meet - Gorno Ford
10/03	THU	Club Meeting - Pizza Hut
10/13	SUN	MOCSEM Cruise to Frankenmuth
10/17	THU	SAAC-MCR Tentative Cruise Night
10/26	SAT	MOCSEM Swap Meet - Atchison Ford

PIZZA HUT ---->



MEETINGS

Monthly meetings of the Motor City Region are held on the first Thursday of the month at Pizza Hut, 14349 Telegraph Rd, Redford MI. (534-5260). The restaurant is located just north of I-96 (Jeffries Fwy). Meetings start at 7:00 PM. Pizza is \$3.00 per person.

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

Front cover photo courtesy of Rich Tweedle.

Rear cover photo courtesy of Phil Jacobs.

The Director's Report

by Dean V. Ricci

As the spring and summer months approach, here's a quick look at the events we have planned for our SAAC-MCR members to participate in (* All asterisked items are subject to date change, depending on weather conditions):

May 24, 1991 (*) Shelby American Automobile Club cruise from Livonia, Michigan to Southgate, Michigan. Nature of event is to parade vehicles along city streets for maximum exposure, to a predetermined location in Southgate, Michigan for a social gathering.

June 2, 1991 (confirmed) Shelby American Automobile Club, presents their 16th annual Show and Go event, to be held in Livonia, Michigan. Event features a large display of show quality vehicles, both early and late model cars, competing for awards.

June 3, 1991 (confirmed) Shelby American Automobile Club presents their 16th annual Open Track event, to be held at the Waterford Hills Road Racing Circuit in Clarkston, Michigan. Event allows participants to run their cars on the circuit at speed, against the clock. This event is always run with the safety of the participants as the number one priority.

June 27 through 29, 1991 (confirmed) Shelby American Automobile Club presents its' 15th annual National Convention at the Charlotte Motor Speedway in Charlotte, North Carolina. Event features a large display of show quality vehicles, with participants competing for national awards. Event also features the opportunity to drive your vehicle on the Charlotte Motor Speedway circuit.

July 18, 1991 (*) Shelby American Automobile Club will hold a cruise from Plymouth, Michigan to Novi, Michigan. Cruise will end up at an Ice Cream parlor for an old fashioned Ice Cream Social.

August 15, 1991 (*) Shelby American Automobile Club will hold a cruise from Livonia, Michigan to Mt. Clemens, Michigan. Cruise will end up at the famous "Eddie's Drive In", an establishment that preserves the drive in heritage of the 50's and 60's, with drivers pulling their cars up to audio menus, and orders being served by waitresses (car hops) on rollerskates.

September 22, 1991 (confirmed) Shelby American Automobile Club will present its 10th annual Fall Car Show in Woodhaven, Michigan. Nature of event is for participants to show their cars off to the spectators with each participant receiving an award.

October 17, 1991 (*) Shelby American Automobile Club will hold a cruise to tour the various Cider Mills in the Southeastern Michigan area, the apple producing capital of the United States. Event is setup for participants to drive their vehicles to various cider mills on a leisurely afternoon, stopping for cider and doughnuts at each location.

January 1992 (confirmed) Shelby American Automobile Club presents a car display and promotional event in Woodhaven, Michigan. This event features a car display at a predetermined site in Woodhaven, Michigan. Event also includes items of interest to individuals wanting to join and be involved with the Shelby American Automobile Club.

February 1992 (confirmed) The International Show Car Association (ISCA) presents its' 40th annual Autorama at Cobo Center in Detroit, Michigan. 1992 will mark our fifth consecutive year with a club display at this event. Participants compete for International awards with show quality vehicles.

As you can see, just by club sponsored events alone, there is a lot that you can be doing with your car this summer. Wouldn't it be a shame if everyone else in the club went out and had fun with their cars and their fellow club members and friends, while you just sat home and waited for your classic Shelby or Mustang to go up in value ?

Shelby American built the Cobras and Mustangs to be driven, not put on a shelf. Show us you subscribe to the same philosophy by being a part of our upcoming events, especially Show and Go 16 at Schoolcraft College.

ELECTIONS ARE COMING !!!!!!!!!

Don't Forget, Club Elections will take place earlier, so that our new club officers can get started December 1st instead of January 1st each year. Nominations will be accepted at the September and October Club meetings only. Election ballots will be sent out in the mail October 10th, with all ballots to be returned to the election officials no later than November 2, 1991. The new officers will be announced at the November 7th meeting.

**Please
When you get your ballot
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Member's Profile

by Jeff Finley



Carl Galietti

Those of us on the Shelby Life staff were looking for a new feature to add to the club newsletter. We gave some thought to what the club is about; the cars. Shelys, Mustangs, and all the other Ford powered cars you can name. Then we realized not enough attention is given to the owners of our favorite cars. How often have you been to show and said, "Nice car. I wonder who owns it?" So you look at the placard and there is a name. But it's not familiar to you. How do you match a face to a name that you don't even recognize? So with this in mind, we unveil our new feature: The Member's Profile. Each issue we are going to feature one SAAC-MCR member and his/her car(s). We'll give all the important facts like model, engine, concours or modified. But we'll also give some personal facts too such as when the person joined SAAC-MCR, why they joined, and what plans they may have for future car acquisitions or projects.

The inaugural member of the Member's Profile column is Carl Galietti. Carl is the proud owner of a 1969 Mustang Mach 1. Reprinted here from "The Accelerator", March 1989, is Carl's own story on his Raven Black Mach 1.

During the summer of 1969, I was working at the Rouge Plant for Ford Motor Company. I was between semesters at Oakland Community College and was hired at Ford for the summer. I had already been bitten by the Mustang bug, as I was driving a 1968 fastback that I had purchased as a "demo" some eight months earlier. An announcement of an employee car sale had caught my eye as I came to work one afternoon. I decided to take a look. As much as I liked my '68 Mustang, I really wanted a Mach 1. I guess the "employee sale" was just an excuse as I had already made up my mind to buy my new Mustang. I had agreed to take delivery of an Acapulco Blue Mach 1 that was expected to arrive at the dealer later in the week. Unfortunately, the car was "dropped" coming off the transporter and severely damaged. I was crushed, as it was the only small block the dealer had in inventory, and I knew I couldn't afford the insurance on a Cobra Jet. The dealer called me later in the week and informed me that he had located another car but it was Raven Black. It took me about two seconds to decide to take the car and it was delivered on July 12, 1969.

I drove that car during the winter of 69/70, but that was the last year that car would ever see snow. I would even walk to work (about three miles one way) before I would drive in the rain or snow. I soon saved enough money to buy another car and that solved the problem of Michigan winters. I did race the car through the early to mid '70's, (it managed to get into the 12.90's) but I soon tired of breaking things and decided to pamper the car a little more. It was driven occasionally on sunny days but frankly spent more and more time in the garage sitting. By the summer of 1987, my wife and I decided that we should either sell the car or do something with it. I decided to "cherry out" the car over the winter (I knew I couldn't sell it). I went through the brakes and rebuilt the front end. The 5.14 gear came out and was replaced with a 4.11. Pat Cassidy applied the black acrylic enamel paint and some chrome pieces were redone or replaced. The car was finally completed in time for Greenmead.

Back in the summer of 1969, I swore I would keep this car forever, and it's beginning to look like I just might!

Carl's wife's name is Kathy. They have two sons, Tony, 7, and Brian, 4. Carl works for Ford Motor Company as a technician in Engine Research Staff. He's been with Ford for 19 years. Carl joined SAAC-MCR in 1989 and has been an active member ever since. This year he was elected as a Show-N-Go assistant director. Carl still pampers the Raven Black 1969 Mustang Mach 1 keeping it in show condition.

1st ANNUAL S.A.A.C.-M.C.R. CHILI TASTE-OFF

By Kurt Fredrickson

As received in the mail to all club members was an invitation to participate in our first chili cook-off. John Guyer & Trish Judson were kind enough to invite us rowdy bunch of chili connoisseurs to whip up our best home brews using anything and everything to have the best tasting chili, by vote of the Shelby Club members. With those excellent directions that John Guyer gave to go to his house at the Thursday night Shelby Club Meeting, it is surprising that anyone found his house. Well John just happen to brew up four pots of chili that were anywhere from mild to wild.

Dean Ricci, our Club Director, also brought a batch as did Ben & Jann Scheiwe who made theirs from the winning recipe in the 1976 National Chili

Cook-Off. While sampling all of the different chili, we were entertained by watching some of the many club videos of past events that Rich Tweedle brought. Those at attendance were: John Guyer & Trish Judson, Dean Ricci, Rich Tweedle, Kurt Fredrickson, Brian Fedoroff, Jeff Finley, Dave Allevato, Ben & Jann Scheiwe, Jerry Rogowski, Phil & Arlene Jacobs, and Bob & Kathy Varcoe. As you can see by the pictures, everyone had a good time. Now for the winner, or in this case winners, there was a tie between John's Carrol Shelby Chili Mix and Dean's Six Guns Chili Mix. So maybe next year who will be the tie breaking vote?





SAAC - "FAR EAST REGION"

by Steve White

During the last night of my visit to Japan in April of 1990, I recalled seeing in THE SHELBY AMERICAN listing of representatives that there was an individual in Japan. Since I was due to call back home to check in, I asked my ever tolerant wife of-all-things-Shelby-related to look up the info & recant it to me. Unfortunately, there was no phone number, but only a name & address. The address was in Yokohama & I had been near Yokohama twice in my travels that week & knew it was less than one hour away by train from my hotel in Tokyo. I asked the ever effecient & helpful hotel staff if they could find a phone number through NT&T information, which of course they were able to do with only slight difficulty. Knowing it was risky & not much time I tried to call, hoping I could at least make contact for a future visit, as I had been to Japan nine times since December '87 so there was a likely chance I'd be coming back soon. Unfortunately, timing was not favorable & I was not able to reach him at home. I then intended to write & make initial contact so I'd be prepared for my next visit.

However, due to circumstances, there was no need to return until April 1991. The notice of this trip was short, as they usually are, & I hadn't made contact yet. The Tuesday of the week prior to my upcoming visit, I hurriedly sent off a letter with my hotel info, hoping it would arrive prior to my visit. If not, my back up plan was to try calling as soon as I could upon arriving since it was a very short trip. Departing from Detroit on Monday afternoon, I arrived in Tokyo Tuesday evening. Meetings were scheduled for Wednesday & Thursday, with departure home on Friday afternoon, so not much time existed for contact. I did not return to the hotel after meetings on Wednesday until 10:30 PM. A message awaited. I returned the call & we set up a meeting the next & final night of my stay.

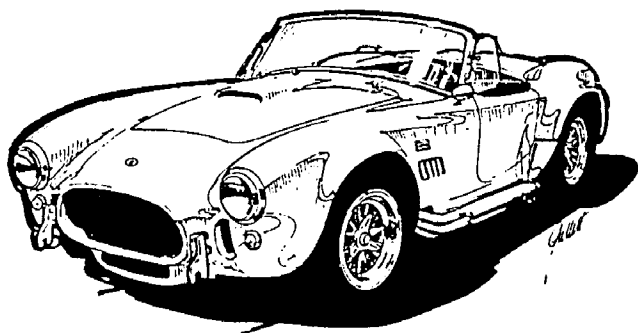
At 7 PM, I was met at the hotel by Tohru Horinouchi & his lovely wife "Ikimea"(sp ?). We proceeded by car (unfortunately not one of Carrolls) to another hotel across town near the U.S. Embassy. Over a delightful dinner of Tempura & "Kirin" Japanese beer, I was educated on Japanese food & we shared personal info & Shelby experinces. You would think that this being my tenth trip to Japan, I'd know Japanese food fairly well. I had eaten Tempura many times & it was one of my favorite styles [yes, I have had Sushi & some of it is quite good, but most I don't care for - if there was a McD's & a Sushi bar side by side, you know where this "gaigin" (foreigner) would bel. In this deluxe style of

Tempura, the fish is fresher & cooked in front of you at the bar (but not like a Japanese steak house) in a batter & served immediately to you in many servings. In addition to the traditional fare, I partook of eel, root of the lotus pond plant, & shrimp "potato chip legs". I had avoided eel for psychological reasons previously, but was advised there were two types, a strong fishy type, & a light delicacy that was served here. Feeling very much at ease with my new friends, I decided to try it & found it delicious. The lotus root was also good. The other new feast was the upper body shell of the shrimp with full legs attached. When fried it is very crispy & thus my hosts described it as potato chips. Although I found it not objectionable, I'll stick to Ruffles.

It turns out that Tohru is one of the 348 lucky people in the world to own a 427 Cobra! Purchased in 1973 in Georgia, CSX3007 has an interesting past. Built in 1965 as a Competition Model & sold without paint, it was drag raced for several years. When located, it was painted silver blue with number dots & shorty side pipes. A friend had the task (poor guy) to make the three day drive from Georgia to California for shipment to Japan. Now painted red & with correct length side pipes it sees rare use today with usually only one (or no) excursions a year due to the traffic situation in Japan. Being also involved with the Ferrari Club of Japan, owning two Ferraris purchased 10 years ago, he can let the Cobra stretch its legs in the annual events at tracks such as Mt. Fuji Speedway or other tracks in the Tochigi prefecture (our states).

Tohru informed me that there are only 5-10 SAAC members in Japan & that there are about 5-10 Cobras & 10 Shelbys on the Islands. No formal meetings or events occur in Japan, as he doesn't care much for organizing, even though Rick Kopec has tried to convince him via letters over the years of a Far East Region encompassing Japan, Korea, etc. He has not been to any SAAC Nationals but has been to the U.S. in the past, with his last trip about two years ago to some type of Historic (or possibly Ferrari) event at Monterey. I tried to convince him to come over to the Nationals & offered to give him a ride in Open Track in our Shelby (he doesn't know of my reputation yet).

All too soon, it was 10 o'clock & time to go back to my hotel. There was still so much to share on both sides but no time. Hopefully we'll be able to remain in contact in the future & maybe some time come to the U.S. where I could return the exceptional hospitality The Horinouchis extended to me. In future issues I hope to be able to provide a photo of Tohru, his wife, & their Cobra, possibly with a back drop of Mt. Fuji?



CSX3007. Competition model; unpainted. Completed 1/4/65; shipped to L.A. via air. Invoiced 5/25/65 through Shelby American to Bradley Wagner (Springfield, IL) as '1965 Cobra 427 Competition Model' for \$10,928.50. Wagner also purchased trailer from S-A (\$1,219.90). Raced by Wagner as a drag car; rear flares cut slightly at leading edges to fit slicks. Silver-blue with short white side pipes. Purchased by Perry Reese. Advertised for sale by Lenn Abeil (Atlanta, GA) '72. Purchased by Tohru Horinouchi (Yokohama, Japan) '73; repainted red; 6 1/2/8 1/2 6-spoke Halibrands; side pipes removed to comply with local laws.

How Do You Spell Relief?

A recent issue of Hot Rod magazine ran a letter in their tech questions section regarding Ford oil pump pickups. Now I'm sure all club members change the oil on their Shelys, high performance Fords, or daily drivers regularly so this shouldn't be a problem. However, if you buy a used vehicle of questionable history, you might run into this condition, although I've never heard of one other than this. But since I was in the process of building several engines, my curiosity was piqued. I inspected several pump pickups. O.E. pickups for both BOSS 302 & 289 HiPo were found to have this "relief". A Balkamp (NAPA) pickup for "FE" engines did not. When rebuilding an engine, you may want to check into this feature & decide for yourself if you want it or not.

Steve White

OH, WHAT A RELIEF IT AIN'T!

Q Please help me understand the engineer who designed the oil pump pickup screen for Ford engines. Recently, the oil pump seized on my 50,000-mile '70 Ford 351-Cleveland engine (mostly stock), which in turn snapped the pump driveshaft. To my surprise, the pump was locked up due to a small piece of valve stem seal. The stock rubber seal dried up and flaked off into the oil pan, then entered the pump through the relief area (under the strap) across the screen assembly in the pickup tube. What is the purpose of this so-called "relief area," and what can be done to keep this from happening again?

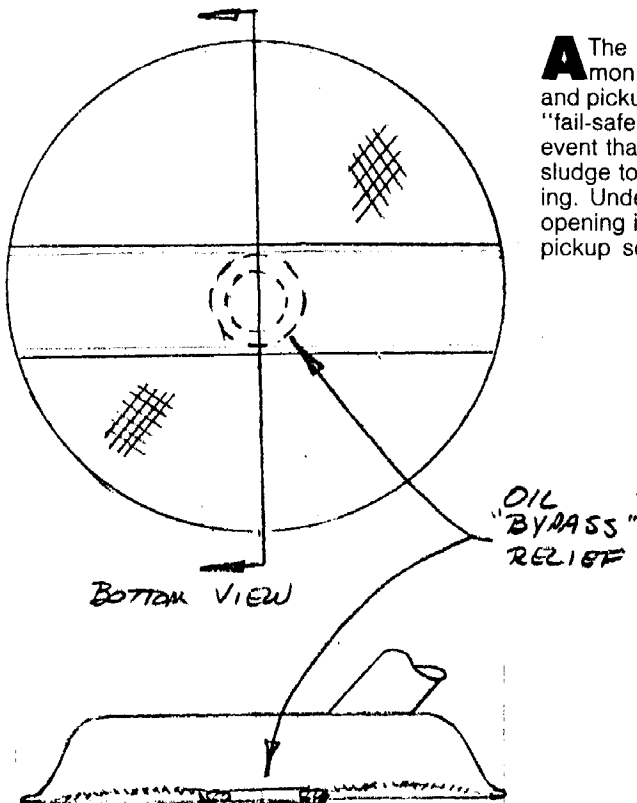
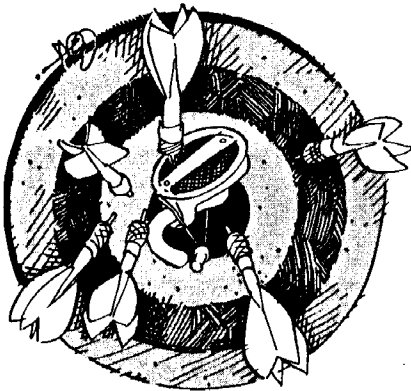
Robert Ippolito
Fort Lauderdale, Florida

A The oil pump pickup relief is common to all Ford factory oil pumps and pickups. Its purpose is to serve as a "fail-safe" emergency oil bypass in the event that infrequent oil changes cause sludge to plug the normal pickup opening. Under normal operation, the relief opening is blocked by the design of the pickup screen. If the screen becomes blocked by sludge, suction from the pump causes the screen to collapse, thereby exposing the emergency relief. Unfortunately, with the relief passage now exposed, any debris in the pan will no

longer be blocked by the screen. Because the cylinder head oil-return slots offer a "straight shot" back to the oil pan sump, the chance of large debris, such as your valve seal fragment, falling into the pan sump are greater on 351C/351M/400 "Cleveland" and 429/460 "Lima" engines than with other Ford engines.

To minimize any chance of sludge blocking the screen and activating the relief, it's a good idea to change the oil and filter every 3000 to 3500 miles. It's hard to determine visually if the screen has collapsed sufficiently to uncover the relief; also, the very act of rebuilding the engine may cause screen "push-in" damage when handling and cleaning the pump. For these reasons, it's cheap insurance to *always* install a new pickup and screen assembly whenever you rebuild a Ford engine.

Due to the fragility of the thin-gauge pickup and screen, as well as the difficulty of getting to the relief hole without damaging the screen, most Ford engine builders don't recommend welding or epoxying the hole shut. Aftermarket pickups from Milodon and Moroso that are designed for dedicated deep-sump racing pans don't have relief holes, but they won't fit stock-depth pans. However, Canton Racing Products (9 Tipping Dr., Branford, CT 06405, 203/481-8324) offers stock-depth Ford pickups without relief holes. Canton specializes in Ford oil systems and offers a complete line of wet- and dry-sump street, drag, oval, road-race, and Marine pans and related components for all popular Ford engines. Most of its race pans gain capacity by adding width instead of depth, making them suitable for low-ground clearance and/or street applications.



**DON'T FORGET !!! DUE TO THE JULY 4TH
HOLIDAY, OUR JULY MEETING WILL BE MOVED
TO THE SECOND THURSDAY OF THE MONTH,
JULY 11.**



WELCOME NEW MEMBERS

**OSCAR & MARY JO BRANNEN
RONALD DEBONO
ROB EATON
MICHAEL & NANCY ELWOOD
KENNETH FEDESON
JOE KLEYNENBERG
BRIAN LEVAN
LIZ NOWALZYK
J.A. & JUDITH ROGOWSKI
JOHN RUTH
DAVID SALKOWSKI
CONSTANTINOS SBOUKIS
GERRY SPRADLIN
JAMES & CLARE WHITING**



Uncommon...
you might even call it rare!

Sitting still . . . the Shelby looks invincible. But just turn it on and let it out and you'll see how that long low racy styling dares anything else to come close.

When racing expert Carroll Shelby designs a car this way you don't expect him to build very many. He doesn't.

The Shelby is a true elegant, luxury, high performance car. It offers the responsiveness of a sports car with the comfort and luxury of a \$15,000 Grand Turismo machine.

Carroll Shelby has adapted the famous

ram air Cobra Jet 428 engine to his own GT 500. The GT 350 on the other hand, is fitted with a 351 CID engine for sporty handling and excitement. In '69 Shelby delivers a firm, heavy duty suspension, advanced design, agile handling, crisp front disc braking, and a host of engineering refinements and safety features you expect to find in a true-road-car.

If you are tired of the hum-drum try the unique 1969 Shelby. A test drive will convince you. At most Shelby performance centers Jan. 31; some may have it already.

Visit your local Shelby Performance Dealer

ShelbyGT
350/
500





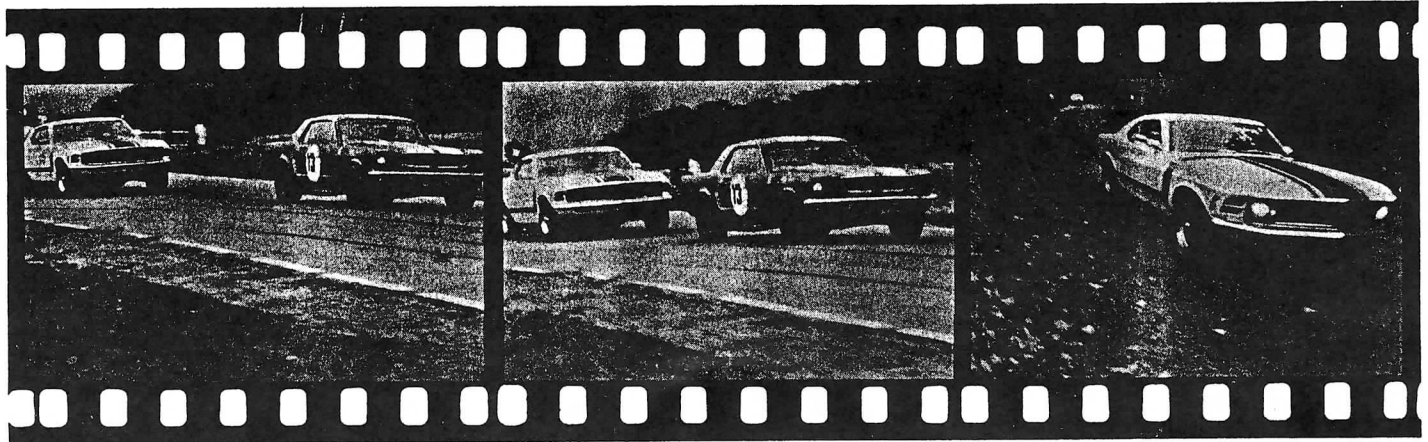
POWER BY 

Alabama—Anniston/King Motor Co., Inc., 110 E. 11th St., Birmingham/O. Z. Hall Motors, Inc., 2500 First Ave. N. Mobile/Treadwell Ford, Inc., 901 S. Beltline Hwy.; **Canada**—Amherst, N. S./D. A. Casey, Ltd., Station St., Calgary, Alberta/Metro Motors, Ltd., 5th Ave. & Center St. S., Edmonton, Alberta/Healy Motors, Ltd., 10126—106th St., London, Ontario/Rankin Ford Sales, Ltd., 1365 Dundas St. E. Longueuil, Quebec/Sud Automobile, Inc., 864 St. Laurent St. W., New Westminster, B. C./Fogg Motors, Ltd., 901 Columbia St., Saskatoon, Saskatchewan/Dominion Motors, Ltd., 350—3rd Ave., Toronto, Ontario/Wood-Larkin, Ltd., 2401 Dufferin St., Windsor, Ontario/Dingwall Ford Sales, Ltd., 6333 Tecumseh E., Winnipeg, Manitoba/Parkside Ford Sales, Ltd., 2000 Main St.; **Illinois**—Des Plaines/Jim Aikkey Ford, Inc., 750 E. Northwest Hwy., Hinsdale/Jack Loftus Ford, 300 E. Ogden Ave., Moline/Sexton Ford Sales, Inc., 1122 Fifth Ave., Morton/Bob Murphy Ford, Inc., West Jackson St.; **Indiana**—Indianapolis/Jerry Alderman Ford Sales, Inc., 5500 N. Keystone Ave., Indianapolis/Ed Martin, Inc., 770 N. Shadeland, South Bend/Romy-Hammes Corp., 244 South Olive at Western; **Iowa**—Cedar Falls/Larry Lange

Ford, 924 E. 27th; **Kansas**—Topeka/Noller Motors, Inc., 2245 Topeka Blvd., Lexington/Paul Miller Ford, Inc., 255-65 E. Main St., Louisville/Burns Ford, Inc., 2410 Bardstown Rd.; **Louisiana**—Gretna/Dick Bohn Ford Co., Inc., 1900 Franklin St.; Monroe/Rivers Ford Inc., 1201 Louisville, Shreveport/Bill Hanna Ford, Inc., 910 Texas Ave.; **Michigan**—Flint/Oliver Ford Inc., 5510 N. Clio, Fremont/Gerber-Payne, Inc., 7148 W. Main St., Grandville/Borgman Ford Sales, Inc., 3600 Chicago Drive S.W., Kalamazoo/Don Seelye Ford, Inc., 516 Portage Ave., Lansing/Max Curtis, Inc., 3003 E. Michigan Ave., Midland/Bill Grimes Ford, Inc., 1303 S. Saginaw Rd., Royal Oak/Stark-Hickey Ford, Inc., 550 N. Woodward, Taylor/Ray Whitfield Inc., 10725 S. Telegraph, Battle Creek/Kimball Ford, Inc., 295 Dickman Rd.; **Minnesota**—Minneapolis/Minar Ford, Inc., 1708 Central Ave., N. E.; **Missouri**—Jefferson City/Schanzmeyer Ford, 801 Southwest Blvd., Kansas City/Paul's Ford, 110th St. & S. 71 Hwy., St. Louis/Yates-Stevens Ford, Inc., 10340 Manchester; **Nebraska**—Omaha/McFaydens Co., 20th & Howard Sts.; **North Dakota**— Fargo/W. W. Wallwork Fargo, Inc., 820 N. P.

Ave.; **Ohio**—Cincinnati/Fuller-Ford, Inc., 900 W. Eight St., Cleveland/The Marshall Motor Co., 6200 Mayfield Rd., Columbus/Dan Rohyans Ford, Inc., 1400 N. High St., Parma Heights/Southwest Ford Sales, Inc., 6600 Pearl Rd., Toledo/Brondes Motor Sales, Inc., 5717 Secor Rd., Youngstown/Conway Ford, Inc., 4701 Mahoning Ave.; **Oklahoma**—Oklahoma City/Dub Richardson Ford, 3815 North May; **South Dakota**—Rapid City/Frontier Motors, Inc., 7 Omaha St.; **Tennessee**—Bristol/Ron's Ford Sales, 145 Kingsport Hwy., Knoxville/E. Tennessee Motor Co., 4101 Clinton Hwy., Memphis/Herff Motor Co., Inc., 295 Union Ave., Nashville/George Busby Ford, Inc., 1721 Church St.; **Texas**—Corpus Christi/Lewis Boggus Motors, Inc., 401 S. Water St., Dallas/Horn-Williams Motor Co., 2060 S. Buckner, Dallas/Kenray Ford, Inc., 3795 Forest Lane, El Paso/El Paso Auto Center, Inc., 415 Montana St., Fort Worth/Dub Shaw Ford, Inc., 605 Berry, Houston/Joe Myers Ford, Inc., 4410 Westheimer Rd., San Antonio/Hemphill-McCombs Ford, 1025 San Pedro; **Wisconsin**—Milwaukee/Northwestern Motor Car Co., 1516 W. Silver Spring.

"THE FLAGMEN SAY, CAR 9'S STEREO IS TOO LOUD"



by Brock Yates

(Reprinted and edited from January, 1970
Car and Driver Magazine)

They laughed when we sat down to race a Boss 302 Mustang — complete with vinyl interior and stereo radio. But when we drove out of Watkins Glen with a second place trophy sitting in the back seat, all the laughter was ours.

It was so good on the road, it had to be good on the track. Rushing along through the pre-dawn darkness with its great Firestones hissing against the pavement and its engine chortling ominously, this white and black coupe exuded competence and authority. A proper car, hurrying over humped, tree thick ridges on its way to a weekend at Watkins Glen — a weekend in which it would be rolled onto a race track and be expected to behave like an outright competition machine.

So far it had been perfect. It had covered the 300 miles of level, nondescript Lake Erie shore country between Detroit and the Niagara Frontier with ease, and now, as it plunged into the hills that surround Watkins Glen, it seemed to gain strength. But, as an orange morning sun began to burn away a light frost, doubts started to gnaw at me. Surely the Boss 302 was an extraordinary road car, but would our experiment work? By merely unbolting the exhaust pipes and changing the spark plugs, could the car be made competitive in amateur road racing? If it was possible then it might open an entirely new avenue for the enthusiast to obtain a low-cost, dual-purpose sports car for daily transport and for occasional forays into racing. If, on the other hand, the Boss 302 — with its full insulation, heater, defroster, A.M.-F.M. stereo radio and other baubles making it over

400 lbs. heavier than the legal minimum — turned out to be a mule among the thoroughbreds, we would be making nothing more than another foray into the land of four-wheeled fantasy — in public.

We rolled down Franklin Street in Watkins Glen. A few competition cars, chained down on trailers, were parked along the curbs, but otherwise there was little evidence that a race was being held. Sensible people have long since given up trying to attract crowds to Regional Sports Car Club of America events, and they are now run for the sole pleasure of the competitors. This particular Glen race, organized by the membership of the Finger Lakes Region of the SCCA, has a reputation for being a well-run, rollicking close-out — a final chance for the amateurs to thrash around before locking their cars away against the cold, dark northeastern winter. It seemed like a good place to test our theory. After all, our 302 was specifically intended for this brand of racing — as a casual competitor's machine and not as a chopped-down fire-belching monster.

A small collection of cars and people clustered around the technical inspection building. We parked the Mustang behind a tiny formula car and waited for skeptical heads to turn.

Krueger arrived and I felt better. A long-time racing friend and maybe the best mechanic I'd ever met, we'd started banging around in Formula Juniors together and went through the frustrating first year of the Trans-Am Series. Known and respected among the area's hard-core racers,

Chuck Krueger lent the Boss 302 a certain local credibility, and it was good to know the car would be well-tended and well-driven on its first outing.

The car, its doors now pasted with numbers and its headlights taped over, passed inspection easily except for the request that we remove the radio antenna (2 min.) and install an oil catch tank to collect any lubricant that might belch out of the breathers at speed. Krueger and I jumped into the 302 and drove down the long hill overlooking slate-gray Seneca Lake and into the village. The local Ford dealer had a windshield washer reservoir that would work perfectly as a catch tank, and as we thundered back up the hill, the Boss 302 was beginning to feel harsher and tougher. It was turning into a race car. It took twenty minutes to unbolt the mufflers and install the stubby racing pipes and racing spark plugs.

Tire pressures were upped a few pounds and the kids buffed away the last particle of dust as Krueger climbed in for practice. The engine thundered happily, free of the strictures of muffler baffles and kinked pipes. The track record for the best Trans-Am type sedans on the course stood at about 1:26, and I felt that if we could come within six seconds of that time on this long, horsepower-gobbling track, we might be competitive.

Krueger cruised for two laps then turned a 1:36. A few more times around and the clock said 1:34. "It's so stable, I have trouble breaking the rear end loose in the slow corners," he said when he came in. He had been holding the revs to a conservative 6500, except for the flat-out trip through the dangerous kink at Wedgewood Road where the engine speed rose to 7000 rpm and the speed approached 130 mph.

We adjusted the tire pressures slightly and lined up for the first race — an event in which the A-sedans (in amateur competition, Trans-Am type cars are so designated) were to compete with a clutch of faster A- and B-production Class cars. The Boss 302 was second fastest among the A-Sedans. Our closest competition would come from a well-driven old Shelby Mustang, now painted green and carrying number thirteen.

The big unmuffled V-8s of the A- and B-production cars and the sedans rattled over the vacant grandstands as our race started. Krueger moved up a couple of places and held second among the sedans and then failed to appear on the fourth lap. I ran down the pits to a nearby communications

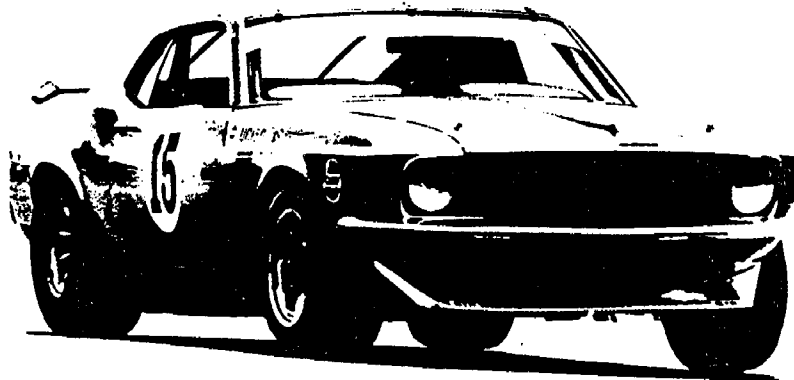
station and was informed by a worker in white coveralls and headphones that Krueger was off the course with a flat tire. I jumped into a car and thumped across the empty infield thinking about the consequences. Trying to carry our concept to the limit, we had brought no spare tires, no tow bar or trailer to trundle home a damaged car.

Krueger was standing by the edge of the track with his wounded automobile. As he had tried to overtake a trio of slower cars, one had popped a water hose, the second driver had spiked his brakes and the third had thumped him in the tail and spun at the fastest section on the course. He bounced through a ditch and into the side of the Boss 302 and bunted Krueger sideways. Chuck kept the Mustang from spinning, then guided the car onto the inside apron. The left door and rear fender had been bashed in and the left rear tire slashed in the collision. Had it been a Trans-Am event, he would have driven it into the pits for a tire change, but in a short, unimportant race like this he wisely parked it.

A tow truck came out in the gathering darkness and pulled the Boss 302 into the garage area. Nothing but the tire and the sheet metal had suffered and we had been lucky. We would race again the next day. Our only consolation lay in the fact that Krueger had cut another two seconds off his lap time which put us within our hoped-for limit.

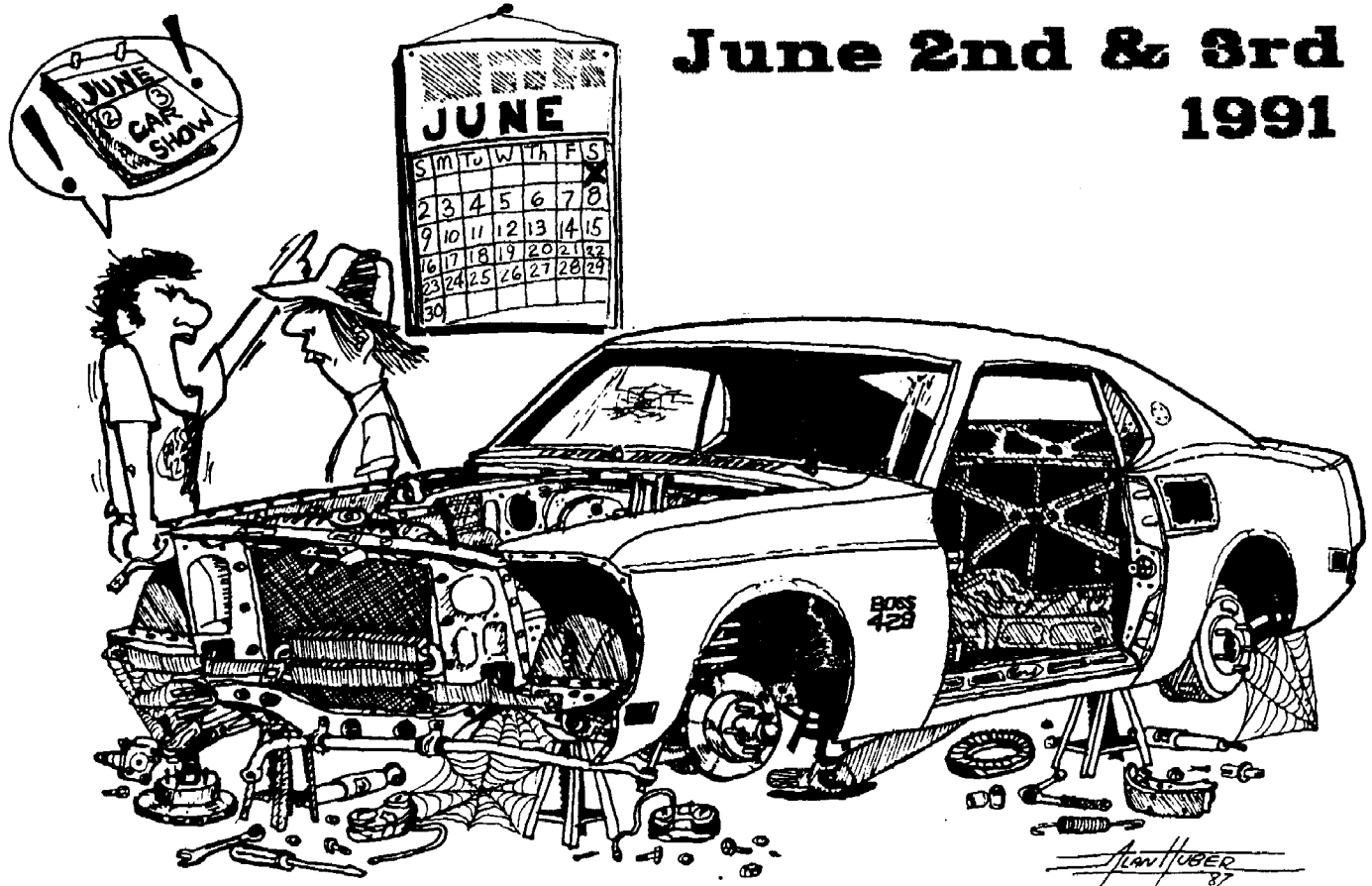
Somehow, in the stark autumn light of the next day, the scarred side of the Mustang didn't look as bad. It was as if the car had its first battle scar; its nose was bloodied. We raced again, late in the afternoon. At the start it began to drizzle but suddenly stopped. If the pavement had gotten damp, our intermediate rain-tires — chosen as a compromise between highway and track applications — might have given us an advantage. Nevertheless, Krueger worked from his spot on the back of the grid (because of his non-finish the day before) into second place in the sedan class after a rousing battle with the green Mustang that lasted until the final lap.

When he finished, the oil pressure was as high and the engine temperatures as low as when I'd picked up the car in Detroit. It had behaved perfectly in over 100 miles of racing and practice, and as we hitched up the street mufflers and changed back to street plugs, we felt we had proven at least part of our point. The car was driven home in a cold, pelting rain. The driver's window had been shattered in the crash, but the cockpit was as hospitable as any I'd ever been in. Such is the warmth of satisfaction.



SAAC-MCR Presents: The 16th annual Show & Go

June 2nd & 3rd 1991



This event is for the enjoyment of all Ford enthusiasts. Help us make it our biggest show yet by entering your car today!!



Have you been waiting for my personal invitation to bring your Ford powered vehicle to Show & Go ??

**- ONE -
PERSONAL INVITATION**

Carroll Shelby

HERE IT IS !! ----->

SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

MEETING MINUTES- March 7, 1991
By RODNEY J. BECKWITH IV

The meeting was called to order at 8:01:12pm on March 7th by Dean Ricci. The first order of business was the recognition of new faces such as Greg Colman, Sean Hall, Jim Bardia, Henry Spradlin, Jim Whiting, Ken Luba. Recognition of new or deleted cars.

----**NATIONAL NEWS--JOHN GUYER---**
SAAC -16 -Charlotte, June 27-28-29, 1991; NASCAR school is sold out, High Speed event is limited. Chili Challenge is on Saturday, 3 other brands against the "World's Best". Anyone can come and enjoy comparing. If you feel its necessary you can bring 'your best' or any odd beverages.

EDITORS REPORT--KURT FREDRICKSON
The latest issue has been sent out before the national, show-n-go flyer, special thanks to the helpers, Calendar of events, Bylaws were printed, Direct tech line (suppliers), SAAC-16 info., John Guyers recipes, Winter swap meet, Club jacket sign up, Classified's, and Back cover photo.

---**SHOW-N-GO--JEFF MEINICKE-----**
Show-n-Go will be at Schoolcraft College on June 2, 1991. Next year we will not be able to go back Schoolcraft College. We will also be canvassing for sponsorship. At this time we have a problem with parking. We are looking for workers to work for two hour stints.

--**AUTORAMA REPORT---DEAN RICCI--**
Of the 12 cars scheduled 11 were able to make it in the show, the trophy results will be print in the Shelby Life, and the auction results will be printed.

-**FINANCIAL REPORT---**LEE SWONDER-
LEE was not present to give a report.

-**DIRECTOR'S REPORT---**DEAN RICCI-
The membership is at 130 Hardy souls.

-**ADVERTISING REPORT-PHIL JACOBS-**
Started running advertisement in the magazines for Show-N-Go.

-**COMPETITION REPORT---**ED Ludtke-
June 3, 1991 is the Go event of the show, there is a sign up list for workers. We look forward to your support, if we don't have enough support for the go event we may have to cancel the insurance coverage. The event is open to any make vehicle. \$50.00 for club members, \$60.00 for nonmembers. We need at least 40 vehicles to keep from losing money on this event. In the fall we are looking at Grattan for the fall Go.

-----**MISCELLANEOUS DETAILS-----**
-Club Jackets: If there is enough interest will get another order, we will order more jackets, the price will be around \$40.00-\$50.00 with embroidered name and club patches.
*Starting with March meeting pizza will be \$3.00 per person.
50/50 DRAWING: This month John Logan won \$47.00. All 45 people had a great time at the meeting, and consuming large quantities of pizza. At 8:58pm the meeting was over.



SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

MEETING MINUTES- April 4,1991

By RODNEY J. BECKWITH IV

The meeting was called to order at 8:01:40pm on April 4th by Dean Ricci. The first order of business was the recognition of new faces such as Dean Sboukis, Rob Eaton, Ken Fedeson. Recognition of new or deleted cars.

----**NATIONAL NEWS---JOHN GUYER---**
SAAC -16 -Charlotte, June 27-28-29,1991; Last Charlotte event had 500 rooms all at Adams Mark, 1000 rooms are now blocked for SAAC-16. Blocking rooms causes Hotel to add security. There is the possibilities for Drag Racing Friday night- 1/8 mile. NASCAR school possible on Sunday June 30th if needed. Shelby to come Friday night to speak at dinner on Sat. some open track available. Vendors should contact SAAC- problem with selling competing items. Could ask for 25% commission. SAAC-17 - July 7-8-9,1992, Portland Vintage Race 10-11-12. SAAC-18 - Watkins Glen 1993. New edition of Registry to begin by years end. New Shelby Mustang - letter to be sent to membership, June prototype will be at Charlotte. Shelby to show Viper at Indy 500. DOORS-the movie- Shelby scene is short - 1968 not a 1967 Shelby.

EDITORS REPORT--KURT FREDRICKSON
The latest issue will be given to new members. The Bylaws were printed, John Guyers Chili cook off, 12 people showed up, good chili from mild to wild, It was a good time the results will be in the next issue.

---**SHOW-N-GO--JEFF MEINICKE----**
Show-n-Go will be at Schoolcraft College on June 2,1991. Looking for more cars from the club, we need to see the members cars. George Gorno will be giving more sponsorship, Valvoline, and

other sponsors, Eagle one, Looking for long term sponsors, next month an example of the trophy's, we have the parking at American Mutual. This the last time we will be at Schoolcraft. June 3,1991 the Go event, convertibles will not be able to run with out a SCCA Approved roll bar. **BRING YOUR CARS OUT FOR THE SHOW!!!!!!!!!!!!!!!!!!!!!!**

--**AUTORAMA REPORT---DEAN RICCI--**
Of the 12 cars scheduled 11 were able to make it in the show, the trophy results will be print in the Shelby Life, and the auction results will be printed.

--**FINANCIAL REPORT---LEE SWONDER---**
LEE was not present to give a report.

--**DIRECTOR'S REPORT---DEAN RICCI---**
The membership is at 97 Hardy souls.

--**ADVERTISING REPORT-PHIL JACOBS---**
Nothing new to report.

--**COMPETITION REPORT---ED Ludtke---**
Ken Luba won a first trophy at the Silverdome show(April 1st), with his 1969 A/production race car. Sign up to help at the open track event.

-----**MISCELLANEOUS DETAILS-----**
-Club Jackets: If there is enough interest will get another order, we will order more jackets, the price will be \$52.50 with embroidered name + club patches.
* Elections will be in Aug. instead of Dec.
*Starting with March meeting

pizza will be \$3.00 per person.
50/50 DRAWING: All 53 people had a great time at the meeting, and consuming large quantities of pizza. At 8:39pm the meeting was over.

SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

MEETING MINUTES- May 2,1991

By RODNEY J. BECKWITH IV

The meeting was called to order at 8:01:57pm on May 2nd by Dean Ricci. The first order of business was the recognition of new faces such as Charlie Safley, Gray Drago, Larry Pack. Recognition of new or deleted cars Phil Jacobs sold his 1971 Mach I.

----**NATIONAL NEWS--JOHN GUYER---**
SAAC -16 -Charlotte, June 27-28-29,1991. Probably no drag racing-track has not been interested enough to return calls. SAAC-17 July 7-8-9,1992 Portland Org. New Shelby Mustang, presently running 1 car for EPA, 295 HP. Prototype will be at SAAC-16. Brochure(?) to be mailed to SAAC members in about three weeks. Road America event - Northwoods region hosting - Aug. 9-10-11,1991. Wheels of Freedom show June 16,1991. Carnival of Cars June 9,1991-Looking for Judges. 25th Anniversary of the World's Championship Chili cookoff Oct. 20,1991 Rosamond, Cal. Two questions from our members; What's going on with the Museum? Texas Museum next Shelby American will have copy of letter from Shelby asking that his name not be connected with it. Connecticut Museum on hold, original building may be up for sale again in 6-12 months, next to Limerock. Possibly at Limerock. Some money from clubs part of the new car. What about Ford VS. Shelby concerning GT350 Logo on the 20th anniversary Mustang? Out of court settlement terms to be kept secret.

EDITORS REPORT--KURT FREDRICKSON
The latest issue went out a couple months ago. The next newsletter will be mailed next week. In three months I will be looking for people to sign up to help do the newsletter. We also mailed a Show flyer, we worked on it till 11:00p.m. April 25,1991.

We also need cover photos, articles, putting the newsletters together, we will be featuring and there car every issue.

---**SHOW-N-GO--JEFF MEINICKE-----**
Show-n-Go will be at Schoolcraft College on June 2,1991. Tonight I ordered the trophy's; the worker list is going around, we need workers for 2.5 hr shifts, working the gate's or the registration table. We do have the insurance parking lot for parking spectators cars. This the last time we will be at Schoolcraft. June 3,1991 the Go event, convertibles will not be able to run with out a SCCA Approved roll bar. **BRING YOUR CARS OUT FOR THE SHOW!!!**

-**FINANCIAL REPORT---LEE SWONDER-**
We have \$3800.00 in checking, and \$708.00 in savings.

-**DIRECTOR'S REPORT---DEAN RICCI-**
We have three new members as of this month.

-**COMPETITION REPORT---ED Ludtke-**
Sign up for the Go event (we need helpers) June 3,1991 at Waterford Hills Race track. May 24,1991 Cruise at Southgate center, We will meet at Daly's drive in Plymouth at Ann Arbor road and Main street we will be leaving from there at 6:30 pm.

-----**MISCELLANEOUS DETAILS-----**

-Club Jackets: If there is enough interest, we will order another order of jackets, the price will be \$52.50 with embroidered name + club patches.

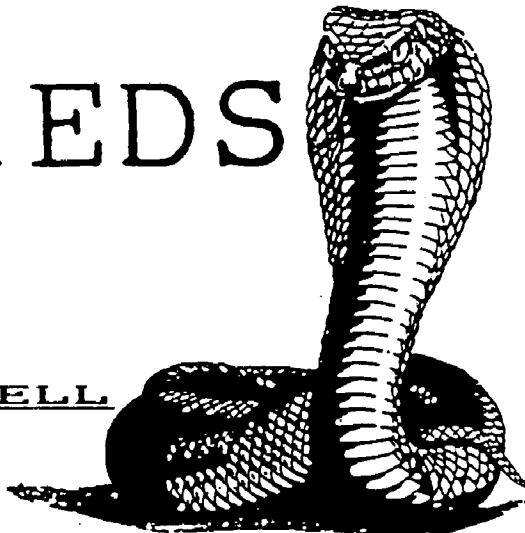
* Elections will be in Nov. instead of Aug.

*Starting with March meeting pizza will be \$3.00 per person. 50/50 **DRAWING:** Mike Sedlak won \$41.00. All 42 people had a great time at the meeting, and consuming large quantities of pizza. At 8:50pm the meeting was over.

COBRA CLASSIFIEDS

***** THE ADS WITH BITE *****

SWAP 'N SELL
FOR SALE



1970 Mustang used rear bumper and bezels. Dean Sboukis--468-4204

1969/70 Mustang front and rear fiberglass bumpers also two 5sp.
O.D. trans and one FMX trans. Walt Berti-----853-8231

Late Model Mustang used rear bumper cover good shape \$20.00 1987
or newer factory headers \$20.00 1985 Mustang 5.0 off-road exhaust
kit \$120.00 1982-1991 double hump cross member \$15.00 SVO Mustang
style 16x7 wheels with MN 12 bolt pattern (T-BIRD) \$200.00 1979/86
Mustang rear bumper structure \$20.00 1979/91 5.0 radiator with
trans cooler brand new two core \$100.00
Rod Beckwith-----474-0372

5.0 cut and ported 1987 EFI Manifold \$350.00 2.3L Motorsport
Big valve head \$500.00 or best offer both ported by Brian Wolf's
head porter. 3.08 to 1 8.8" gear set plus stock posi unit
\$100.00 1987 5.0 struts and shocks \$60.00 1987 5.0 stock upper and
lower EFI manifold \$150.00 or best offer.
Larry Jacobs-----647-6144 or 681-4574

1972 351C shortblock complete, 50,000 miles also 351C 4BBL heads
new in box. 1970 302 small block, rebuilt with cobra dress kit.
Top loader rebuilt- new hays clutch, pressure plate and flywheel.
Steve Clayton-----519-254-6279

2 sets of Boss 302 rods, one set beamed and polished, small ends
bushed, spc bolts and shot peened. one set stock ready to use. one
set of four 15x8 by 4 1/2 bolt circle steel racing wheels. One 289
hipo block .030 over ready to go. four 289 hipo rods with a few
spare caps. two Boss 302 cranks .020/.020 nitrited ready to go.
Michael Sedlak-----449-2845

1965/66 Mustang radiator- four row "keep it cool" \$100.00 also
convertible top frame for 65/68. Tom Greene-----420-0398

Centerline Wheels "Champs" 2-15"x8 1/2" and 2-15"x10" mounted on
Micky Thompson S/S tires F60-15 and L60-15 \$800.00 Bob
Yockey-----453-1139

Koni Shocks -Front and Rear "Like New" for 1965 to 1970 Mustang
\$235.00 ED Ludtke-----626-4312

1969 Bud Moore fiberglass H/LP Buckets \$600.00 also Bud Moore Boss
302,351C grand national valve covers \$150.00

Ken Luba-----463-8303

1969/70 Shelby Convertible Decklid and 1/4 End Caps \$300.00

Dean Ricci-----421-0059

Magnum 500's sizes 14x6 14x7 14x8 \$150.00 15x7 for \$155.00 15x8
for \$160.00 and 15x10 for \$170.00. Shelby 10 Spokes with caps and
lug nuts, \$140.00. Hipo cast iron headers \$260.00 or less.

Genuine Halibrand Magnesium (or aluminum at lower cost) Cobra
Wheels in assorted sizes. Jerome-----749-9672

MSD-6A \$75.00, 289 HI-PO Crankshaft (damaged) Boss 302 T/A Parts,
351-C Nascar Camshafts, Pistons, 2 Castiron 4V Intakes

Ed Ludtke-----626-4312

351-C 1970 \$450. David Swan ----- 642-2663

289 heads, triple springs, screw-in studs, p/c seals, big valves,
fresh \$350,also 69 351-W Heads ED Ludtke ----- 626-4312

New TRW P/S rack/pinion for Mustang/Fairmont ect. \$150.00

Bud Koss-----525-3569

-----WANTED-----

428 CJ Flywheel for a 4-speed 428CJ emissions,thermactor ect.

Steve Clayton-----519-254-6279

Front spoiler for 1970 Mustang also set of Magnum 500 wheels,
carb. for 1970 351C 4BL. exhaust tips for 1970 Mach I.

Dean-----468-4204

For 1966 Shelby GT350: Hooker headers for a 289. front and rear
windshield seals, heater core, correct radiator cap, radio
antenna, and door spring Ben Scheiwe-----559-6743

Carb for 1968 428 plus emission.Jim Bardia-----855-6290

1971 ford shop manuals. Roland Kinksbury-----968-2154

1966 style Shelby tach "working". interested in early Shelby
literature and any early Hi Performance 289 parts.

John Ruth-----274-5872

I am putting together a special order of racing brake pads one pad
will fit 1965 to 1967 Mustang and Shelby front disc brakes, the
other will use the large Lincoln caliper for people with 1969 or
1970 Mustangs and want to up grade their brakes to T/A spec. this
will be a one time only offer. The more brake pads that we can
order the lower the price.Mike Sedlack-----449-2845

Need 4.11:1 9" and spool 31 spline assy.Boss 302 Bud Moore
Mini-Plenum also Boss crankshaft any condition. Kurt Fredrickson

-----427-2449

**CLUB TAPE LIBRARY
VHS**

SAAC-MCR MOTOR CITY SHOW & GO 11,12
& 13

SCCA VINTAGE RACE FILMS 1 & 2

SAAC 13 SEARS POINT

SAAC 11 MID-OHIO & DEARBORN by BILL
COOK

SAAC-MCR MOTOR CITY SHOW & GO 10
UTICA TEST TRACK AND MT. CLEMENS
RACE TRACK 9/30/84 by JIM LeBLANK

SAAC-MCR MOTOR CITY SHOW & GO
6,7,8,10 & 11 AND MT. CLEMENS RACE
TRACK 9/30/84

THE SHELBY MUSTANGS, COBRAS
289-427, FORD GT40 & CARROLL SHELBY

PROFILES: BILL ELLIOTT & LINN ST.
JAMES ADS, SCENES FROM MOVIES AND
"POWERED BY FORD"

SAAC 11 MID-OHIO & DEARBORN

FORD PERFORMANCE TECHNOLOGY 1984

"MUSTANG", "HOT CARS" and
THE FORD MUSTANG DONATED by LOIS
EMINGER

SAAC 12 CHARLOTTE

"THE SHELBY MUSTANGS"

"COBRAS 289-427"

"MUSTANGS " DONATED by MIKE
GRUDNICKI

WATKINS GLEN SERENGETI VINTAGE
RACES-GT-40 REUNION -RICH TWEEDLE

SAAC-MCR WATERFORD 10/88, SHOW&GO
14 5/89 AMERICAN PONY DRIVE 5/89
EDDIE'S DRIVE-IN, WATERFORD 10/89

SVRA GT40 REUNION AT WATKINS GLEN

MID-OHIO SVRA 6/89 FEATURING TEAM
MCR. MEADOWBROOK HISTORIC RACES
8/89 BY STU CASHMAN

**CLUB TAPE LIBRARY
BETA**

SAAC-MCR MOTOR CITY SHOW & GO 11,12
& 13

SAAC 13 SEARS POINT

SAAC 11 MID-OHIO & DEARBORN

SAAC-MCR MOTOR CITY SHOW & GO 10
UTICA TEST TRACK AND MT. CLEMENS
RACE TRACK 9/30/84 by JIM LeBLANK

SAAC-MCR MOTOR CITY SHOW & GO
6,7,8,10 & 11 AND MT. CLEMENS RACE
TRACK 9/30/84

SAAC-MCR MOTOR CITY SHOW & GO 13 BY
JEFF FINLEY

PROFILES: BILL ELLIOTT & LINN ST.
JAMES ADS, SCENES FROM MOVIES AND
"MUSTANG"

"STORY OF MUSTANG", "HOT CARS" AND
THE FORD MUSTANG

SAFETY BELT CAMPAIGN MOVIE

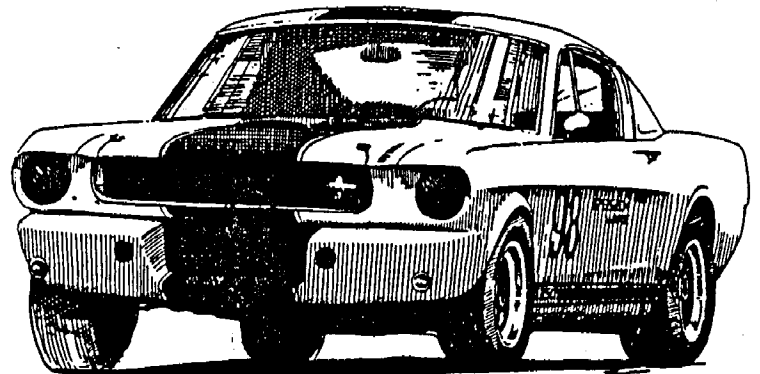
VINTAGE RACES AT WATERFORD 1985

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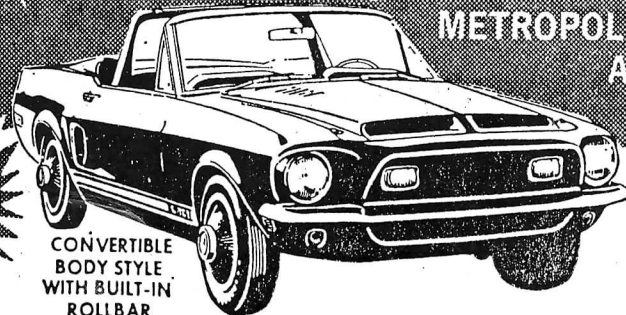
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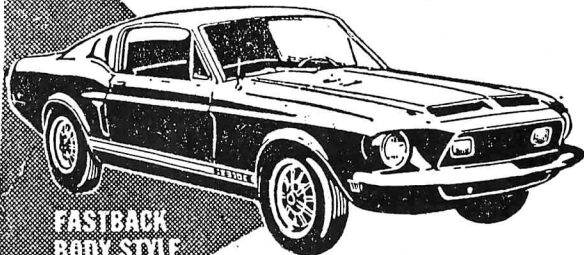
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