



# SHELBY LIFE

Official Publication of  
the Motor City Region





# FOR YOUR INFORMATION...

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Items advertised in "SHELBY LIFE" are available through retail organizations and establishments not connected with the Motor City Region. The availability, price, quality and durability of these items rests solely with the manufacturer and sales organizations.

### SHELBY-AMERICAN MOTOR CITY REGION HEADQUARTERS

P.O. Box 4008 Dearborn, Michigan 48126 Telephone (313) 562-5530

### Publishing Deadline

All articles, photographs and display ads (commercial) are due the first of the month preceeding publication of the next issue. Classified (non-commercial) ads are due the tenth of the month preceeding publication of the next issue.

### Contributions

All material received is subject to such revision as to meet the requirements of this publication. Submission of written or type manuscript implies that the material is original and in no way an infringement upon the rights of others.

### Membership Dues

\$10.00 for one year. Renewal notification must be made thirty days in advance to continue receiving "SHELBY LIFE" without interruption.

### Display Ad Rates (Commercial Use)

Full Page - \$10. Half Page - \$7. Quarter Page - \$6. Eighth Page - \$5.



# IN THIS ISSUE...

## April 1982

Front Cover—"Wes Dietrich Rides Again" (Photo by John Guyer)

Page....2     For Your Information...

3     In This Issue...

4     Editorial Comments (by Grant Martin)

5     Meeting Minutes (by Dale Rabe)

6     Treasurer's Report (by Lee Swonder)

7     Member Of The Month (this month...Grant Martin)

8     " " " " " " " "

9     News Update (by Grant Martin)

10     Shelby-Americana (by Grant Martin)

11     Ford Performance Highlights (by Grant Martin)

12     1964 AC Cobra Roadster

(Courtesy of Profile Publications & James Leech)

13     1965-66 Cobra, Daytona Coupe

(Courtesy of Profile Publications & James Leech)

14     GT-350's Stock & Supercharged (Motor Trend Aug. 1966)

(Courtesy of Petersen Publications)

18     Shelby Scene (by Rich Tweedle) (Photo by John Guyer)

19     Technical Tips (Johno Norian)

(this month...Clay Stroop)

21     Calendar Of Events

22     Classifieds

23     Cartoons - "Wright Angles"

(Courtesy of the Detroit News & Larry Wright)

Rear Cover—Ford Motor Company Is: (GT40 Advertisement)

(Courtesy Ford Motor Company & Ward's Quarterly  
Summer 1965)



# EDITORIAL COMMENTS

by Grant Martin

On behalf of the entire Shelby-American Motor City Region membership and board of directors, I would like to take this opportunity to extend sincere congratulations to former Newsletter Editor Don Webb on a job well done.

Don as some of you may know has been our Editor since this club was re-organized and started anew during May of last year. Previous to this endeavor he was also an Editor for the regional Tiger Club going on something like four years.

Due to a recent change of jobs, long work hours, family demands and other responsibilities, Don has decided to relinquish his board position and newsletter editorship to two new "volunteers."

By a unanimous vote of the board members, Dale Rabe has been appointed to replace Don on the board. Dale was a runner-up in last year's Motor City Region election.

After March 1, 1982 your new Editor would like to ask each and everyone of you to submit any new suggestions, ideas or articles you'd like to see included for publication at our monthly Motor City Region general membership meetings or C/O P. O. Box 4008 Dearborn, Michigan 48126. Please mark the outside of the envelope "Newsletter" or "Editor" so it is forwarded promptly to me. All material will be returned in person or by mail if you so indicate.

Remember our publication deadline is the 10th of each month for the following month's issue.

HELP YOUR CLUB TO HELP YOU.....



# MEETING MINUTES

by Dale Rabe

## Board of Directors Meeting January 20, 1982:

- \* Finalized director positions of selection from member input.
- \* Bank account was reviewed with approval.
- \* Reviewed coming events from inputs of members and assigned dates.
- \* Changed monthly general meeting to Henry Ford Centennial Library.
- \* Discussion about incorporating, by-laws and insurance.
- \* Reviewed newsletter restructure.
- \* Solicited advertising for commerical use (members swap & sell free).
- \* Agreed to have 50/50 drawings at general meetings.

## General Membership Meeting February 4, 1982:

- \* Dale Rabe called the meeting @ 8:00 PM.
- \* Grant Martin announced the positions.
- \* Nine members attended, one member (Clay Stroup) came from Almont!
- \* Mark Corich read the coming Motor City Region events for 1982.
- \* Lee Swonder read the Autorama results.
- \* Lee Swonder talked about the Memorial Day weekend event pro & cons.
- \* John Guyer talked about the SAAC national convention event.
- \* Grant Martin talked bout the survey of members.
- \* Meeting adjourned @ 9:30 PM.

## Board of Directors Meeting February 17, 1982:

- \* John Guyer made a rough draft of the by-laws.
- \* Grant Martin submitted newsletter rough-draft to the board and proposal was approved.
- \* Motor City Show & Go VII reviewed.



# TREASURER'S REPORT

by Lee Swonder

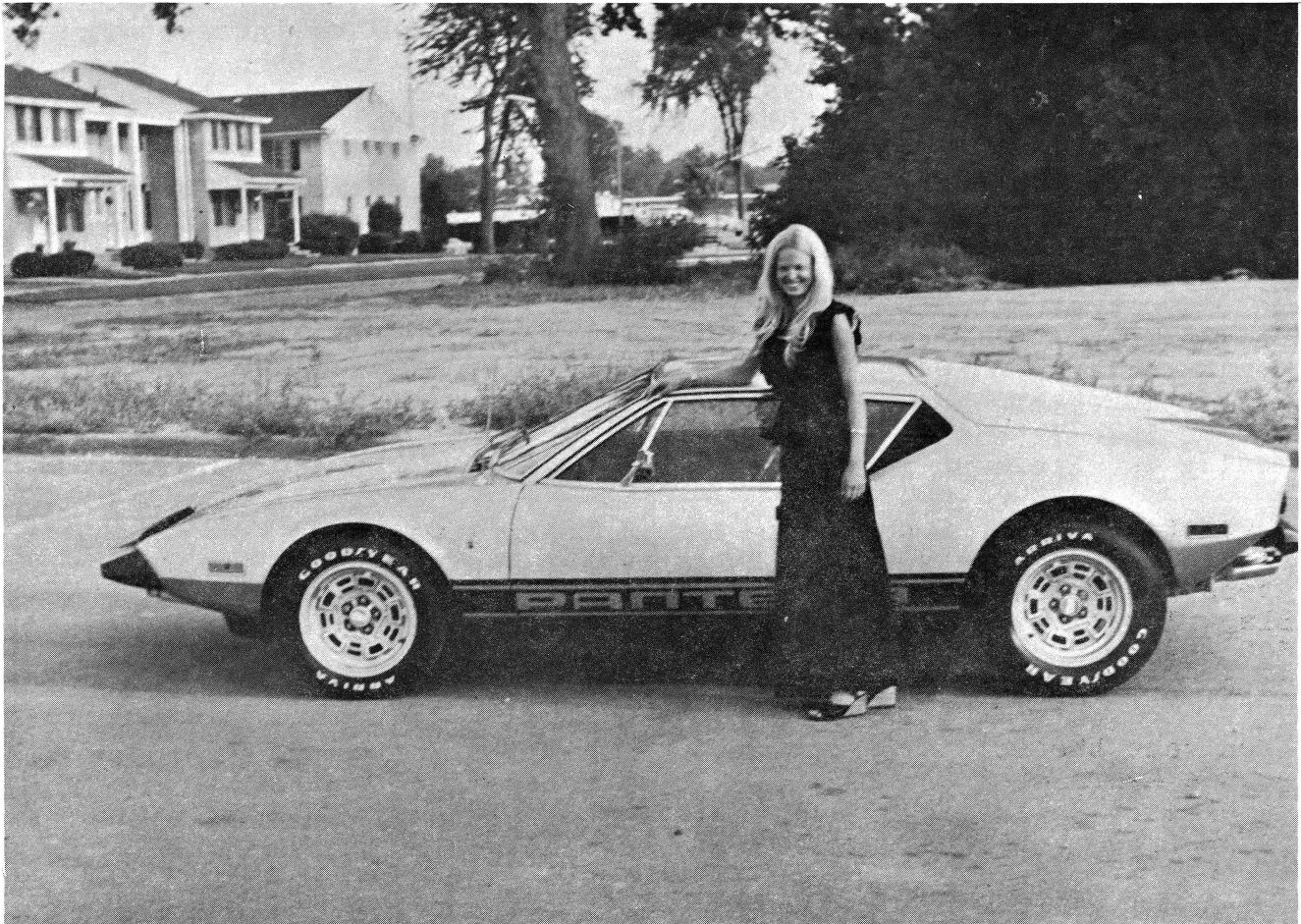
This is the first type of financial report published by the Motor City Region. Rather than listing the more than one hundred transactions over the past nine months. We will list the current bank balance, which is \$321.56. Along with our current bank balance we have accumulated a supply of club stationery, applications, stationery supplies and artwork which will be used for future publications and flyers.

This may not seem like a lot of money for club of almost 100 members, but considering all the expenses involved in establishing the organization and the fact that we entered the Motor City Show & Go VI with a deficit of approximately \$300. it is quite an accomplishment. Remember, the goal of our club is not the accumulation of an abundance of wealth, but a means of enjoying our cars while funneling the funds back to its members.

The books and receipts have been inspected and approved by the Board of Directors. They are also open for inspection at any time by any club member. Beginning with the next newsletter there will be a complete list of income and expenditures month by month for your inspection.



# MEMBER OF THE MONTH



Vehile: 1974 DeTomaso Pantera

Owner: Grant Martin - Dearborn, Michigan

Thought the members would like to see a pretty girl with a pretty sports car to excite their spring-driving enthusiasm. So I'll leave it up to you to decide which has the better lines...

I've been interested in Fords for a long time in fact ever since I was first able to draw them during my grade school years. This was just about the time a school teacher neighbor interested me in antique period Fords. I then worked three summers driving a Model T Ford Touring car for rides at Greenfield Village. Next I started working at Ford Motor Company as a third generation employee. Shortly before this happened, my interest in Ford performance was really awakened with the arrival of the all-new first Mustangs.

(continued on next page)



MEMBER OF THE MONTH (Continued)

It wasn't until the fall of 1968 when I joined Ford's that I purchased my first car - a brand new 1969 Mach I Mustang which the company described in their advertisements as the "Going Thing". About three months after I got my Mach I, I think my interest in Carroll Shelby and his vehicles started to come on strong. Just looking at those '69 Shelbys just made me "ou & ah" with their unique styling and plush interiors.

During 1970, I had my eyes on a Competition Orange/White Interior '70 GT350 with a four-speed trans at a Ford company storage area. I couldn't find the right information at the time to "tag" it from Ford's resale lot. Later I learned it may have been whole-saled to one of Ford's dealers along with other vehicles that were parked in the same area. Then came the early fall of 1971 and I again got interested in Shelbys with a Acapulco Blue/Black Interior '69 GT500 with a automatic trans. The price was just \$2,000 and the vehicle I believe had only about 12-15 thousand miles and was really in excellent shape!

I got talked out of the above bargain when I was promised a discounted price on a new 1972 Mustang Mach I with a CJ engie. I guess the comination of the discount and the Bright Blue Metallic/Black Interior with Argent (Silver) Trim and big beautiful Magnum 500 Wheels and F60 x 15 tires was just too much. I purchased my second Mach I and enjoyed it for four years.

Then came the DeTomaso Pantera... Beginning during 1972 I first became aware of these beautiful high-performance powered Ford machines. So ironically I received this pictured automobile the day before my birthday in 1975. Who else would have given me such a gift (except maybe Henry or Alessandro themselves)?

Originally owned by Ford Motor Company, I then became its second owner maintaining it in original stock condtion with the exception of silver carpeting to match the factory silver exterior.

My Pantera has given me many happy moments and very little troubles. Condtion and operational wise, it has been one of the better Panteras. The faith in this exotic Ford powered machine has never let me down, so much so that I have traveled as far as Ottawa, twice to Toronto, numerous times to other southern Ontario and Michigan locations.

Though I haven't yet obtained a Shelby (someday...), with my special machine I can continue to feel and share comraderie with those who enjoy the "better idea" - Power By Ford!

# NEWS UPDATE

by Grant Martin

Build A Legend! So says MPC models in its recent advertising campaign to promote the release of their new Shelby 427 Cobra 1/16th scale kit. The color advertisement features a Guardsman Blue with White Stripes Cobra so beautiful when framed will enhance any Shelby enthusiast's wall. One such example may be found in a back issue of Scale Modeler magazine for October 1981.

Mustangs Plus 427 Cobra SOHC Engines & Giant Ford Section! Sound interesting? Well, "Popular Hot Rodding" magazine for January 1982 is a very special issue all about '68 Shelby Mustangs, Hertz Rent A Racers, '82 V-8 Mustangs, a Home Blown Mach I and "The Legend - a genuine 427 AC Cobra" owned by one Lynn Park! Price was a \$1.75 at the magazine stands and some still may be available through Argus Publishers Corp. 12301 Wilshire Blvd. Los Angeles, California 90025 Phone (213) 820-3601. Better hurry on this one!

When the weather's bad, the Shelby's all restored and you're through reading your Shelby American, you might want to check this out. Scale Auto Enthusiast - the world's leading automotive modeling magazine happens to be devoted to those who want to keep up on the latest in the scale model world. One year's subscription is only \$13.00, and the address is P.O. Box 10167, Milwaukee, Wisconsin 53210. Phone (414) 251-8804. Each issue is bi-monthly and usually consists of 79 pages!

"Kit Car - The Specialty Car Magazine" in its premier issue for February/March 1982 has on the front cover "Cobra Replicars" with a Guardsman Blue with White Stripes vehicle shown. Inside you'll find an Cobra article and a listing (with addresses...) of all known Cobra replica manufacturers. Magazine price was \$2.00.

Also seen in the above magazine is an offer in case you missed out earlier on Hot Rod's 1981 Mustang #2 publication. This is an 98 page all about Ford Mustangs and Shelybs magazine. Also included are valuable Ford muscle part numbers and the item availability. Price is \$2.50 plus 50¢ handling.

Both the above may be ordered from Petersen Publishing Company, Magazine/Circulation 6725 Sunset Blvd. Los Angeles, California 90028. Allow 4-6 weeks delivery time.



# SHELBY AMERICANA

by Grant Martin

April 1965

Car Life magazine previews the first year GT350 but somehow doesn't manage to obtain one for testing until June.

April 1976

The Shelby-American Automobile Club announced limited supply availability of new exact reproduction Cobra Roadster Plates with gummed back and space for your CSX number and name to be imprinted. Price was \$8.00 each.

April 1979

Ford Times magazine features a 427 Cobra behind a new Ford Pinto Rally model pictured.

1960's

During the 1960's Columbia Records released an LP album "Hey Little Cobra & Other Hot Rod Hits" with a color picture of '64 period black Cobra with yellow diagonal "Bawden" stripes behind the wheel opening on the front fenders. Still available today on special order at local record shops under Columbia #C58951.

1964

In the 1964 motion picture "Soldier In The Rain" the late actor Steve McQueen was featured at the very beginning with a 289 AC Cobra.

1968

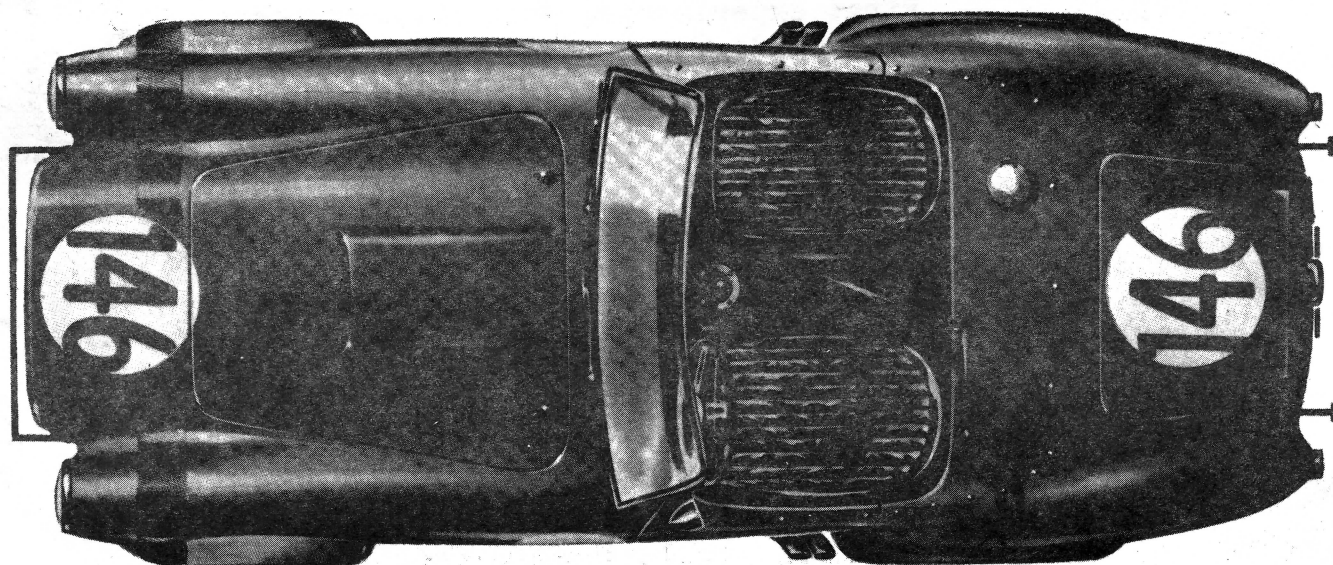
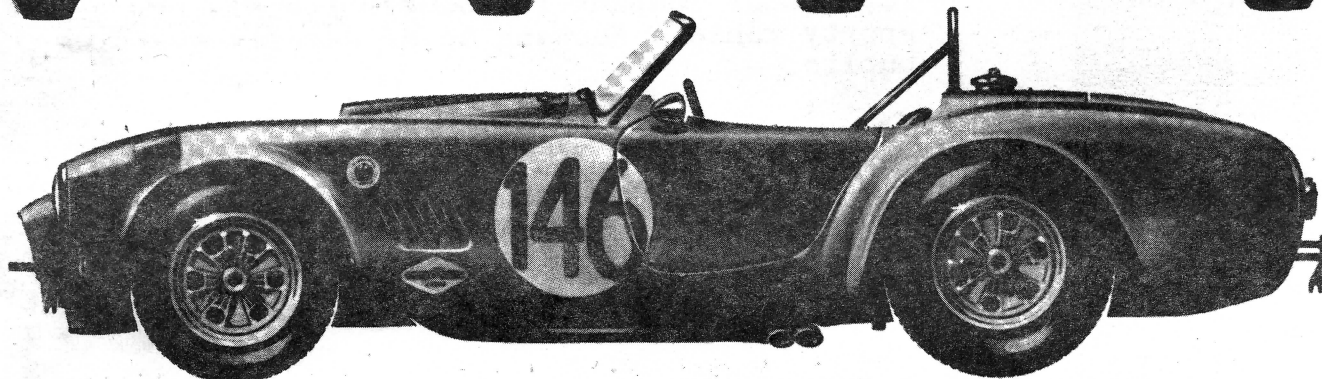
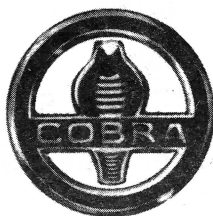
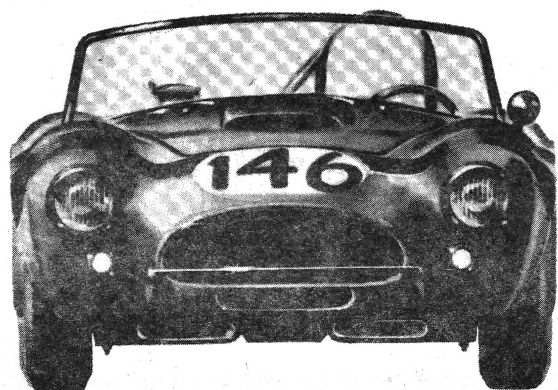
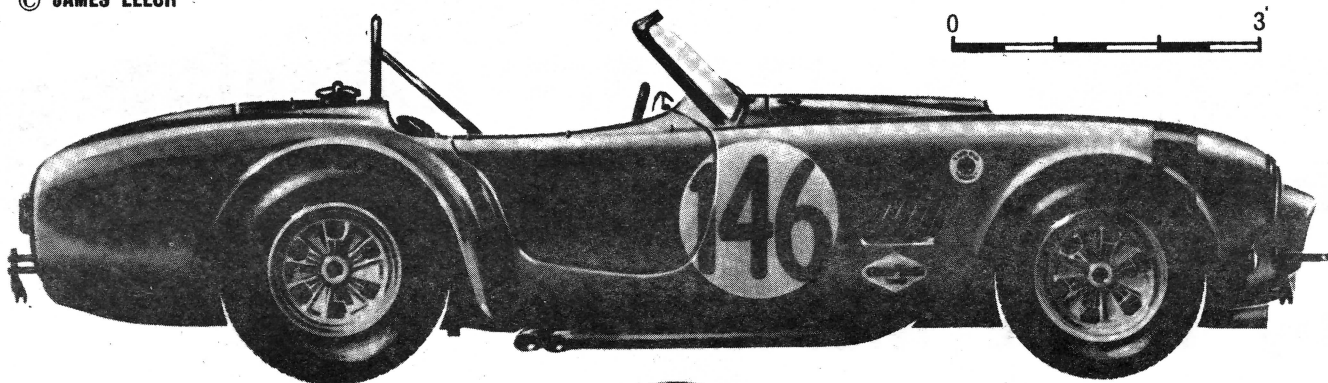
Cole-Haan Shoes use a lime green 1967 Shelby GT350 Mustang in their advertising.

# FORD PERFORMANCE HIGHLIGHTS

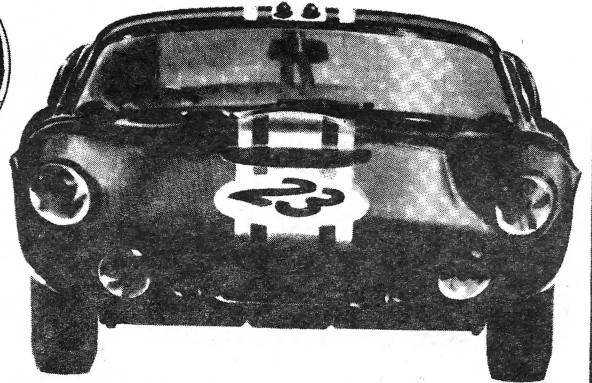
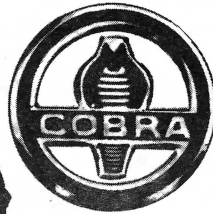
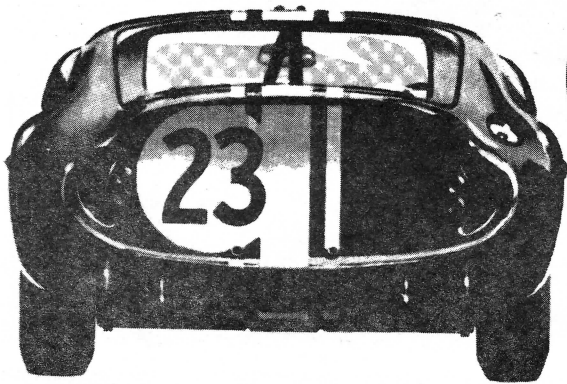
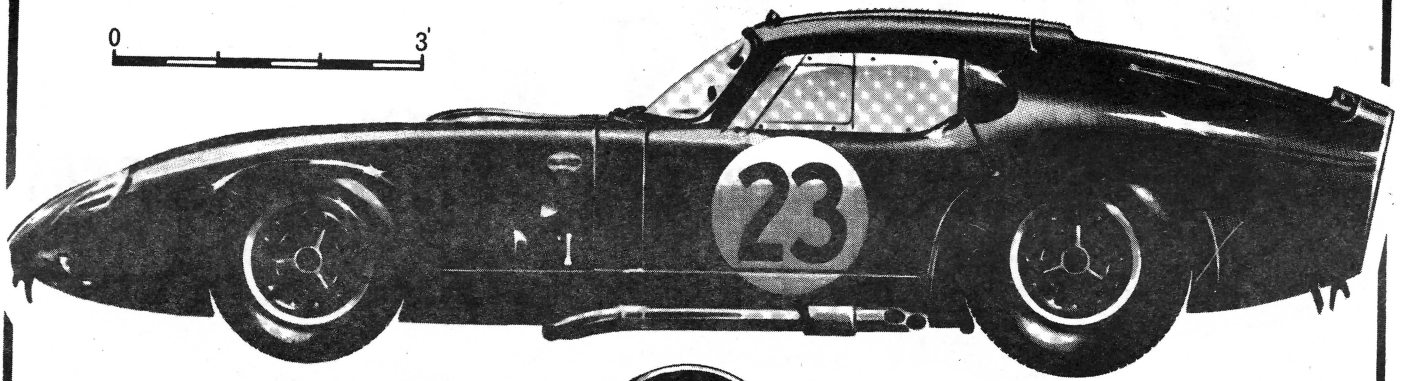
by Grant Martin

- April 1963      Shelby-American commissioned to do the first fitting of the 260 Ford V-8 engine to a Sunbeam Alpine chassis.
- April 1964      First Ford Mark I GT-40 vehicle completed.
- April 1964      Ford Motor Company introduces its all new sporty vehicle Mustang to an eagerly awaiting public.
- April 1964      New Sunbeam Tiger debuts at the New York International Automobile Show. Dealer orders total approximately one half of production originally scheduled.
- April 1965      First experimental Ford Mark II tested at Ford Motor Company's five mile oval Michigan Proving Ground facility. Speeds exceeded 210 MPH on the straight-away with an circuit average of 201 1/2 MPH!
- April 1966      Shelby-American makes arrangements with Paxton Products for special quantity production of "Cobra" superchargers to be offered as a accessory option on GT350's.
- April 1966      Original experimental Ford "J" car, successor to the Mark II-A, makes its first appearance in public at the LeMans race trials, setting near-record speeds.

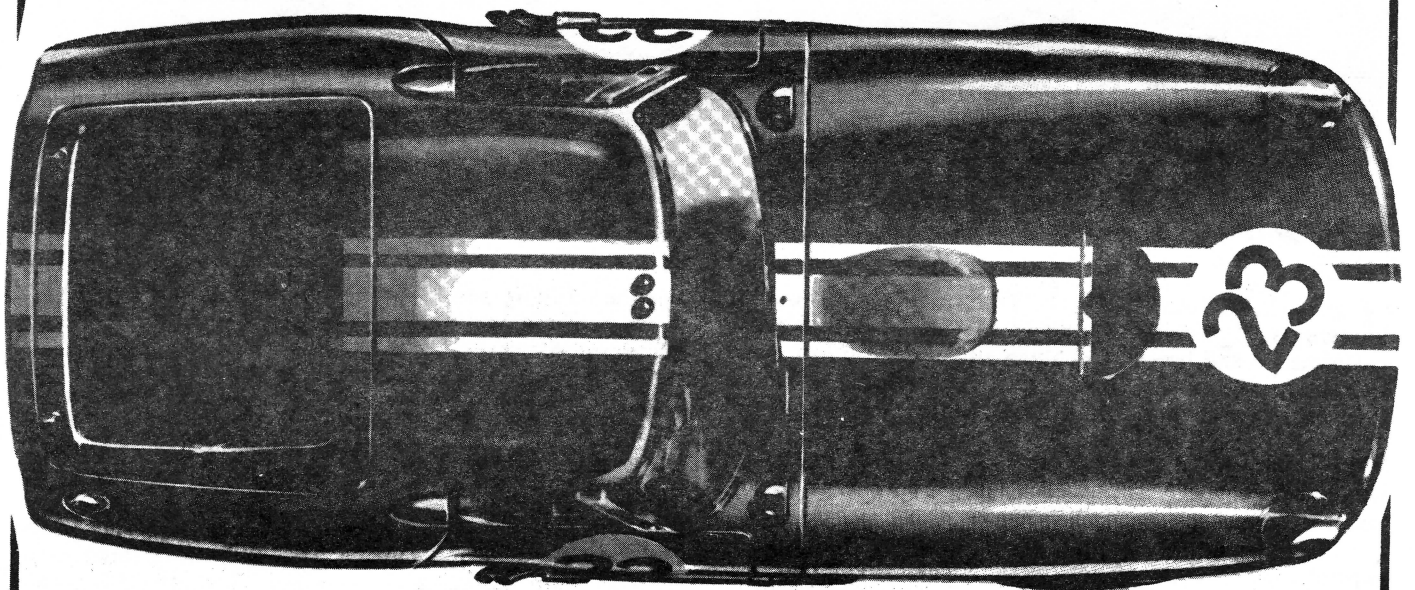




**THE A.C. COBRA** which finished 8th in the 1964 Targa Florio, in spite of broken rear suspension.  
Drivers: Dan Gurney and Gerry Grant.



THE COBRA DAYTONA COUPE entered by the "Race Proved by Willment" Team. During 1965 and 1966 it was probably the most successful privately-owned Cobra. It is shown in the form in which it ran in the 1965 Tourist Trophy race, in which it was driven by Frank Gardner and finished 11th.

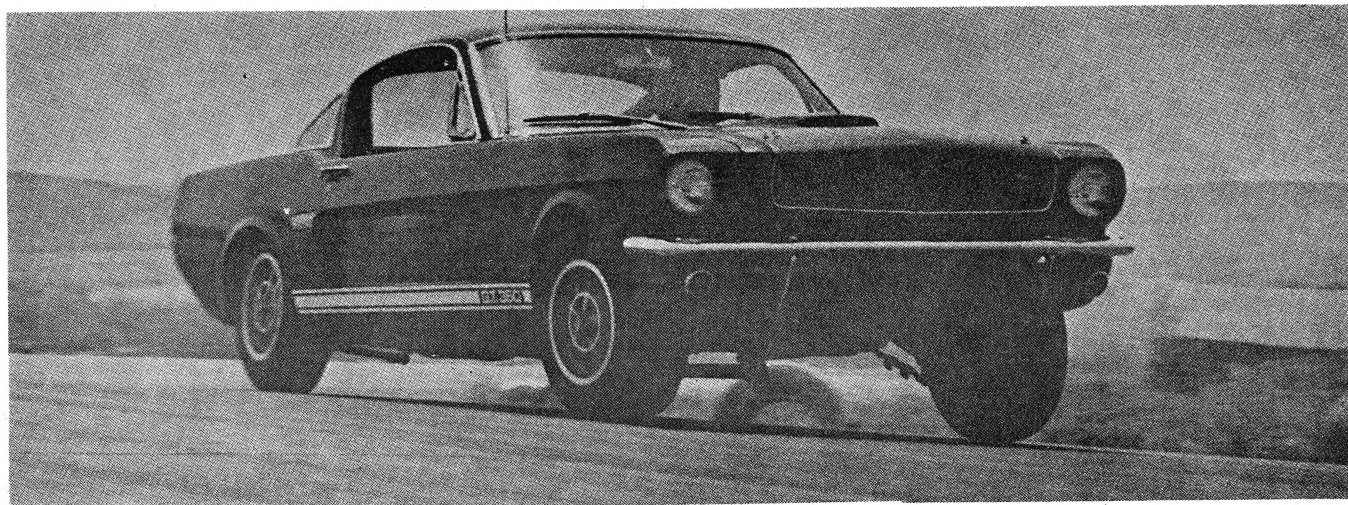




# GT-350s



**STOCK & SUPERCHARGED: BOTH BOULEVARD BLISTERERS**



**THOUGH DIFFERENT IN TRANSMISSIONS AND INDUCTION, AS WELL AS IN PERFORMANCE, BOTH GT-350s HANDLED TURNS WITH EQUAL GRACE.**

**T**HE SHELBY-AMERICAN GT-350 Mustang can best be termed a "gentleman's sports car." It combines the flair, performance and handling qualities usually found in a true sports car with the practicality of a closed-body 4-seater model (with optional rear seat), plus the convenience of parts availability at most any Ford dealer.

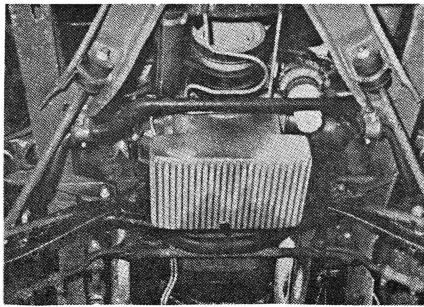
In stock form — if a GT-350 can be termed stock — it will perform as well as any other car, American or European, in the same class and has proven it by being the Class B Production winner in SCCA national competition. Add a supercharger, though, to this already potent mixture, and you're in for a veritable explosion of power to the rear wheels of this lightweight machine.

Paxton superchargers are now an option on all GT-350 Mustangs, adding about \$400 to the base price of \$4428.

For the resulting power and acceleration increase, a person would be hard pressed to equal it with \$400 spent elsewhere in the engine.

Though there aren't a lot of options to be added to Shelby's version of the Mustang, our two test cars varied considerably. The dark ivy-green car came equipped with the standard 306-hp engine, 4-speed transmission, radio, and limited-slip differential. Our blown car was equipped with the optional high-performance Cruise-O-Matic, which according to Joe Granatelli, will out-perform any 4-speed around in acceleration times. Limited-slip differential isn't available with the automatic transmission, but our test car sure could've used it.

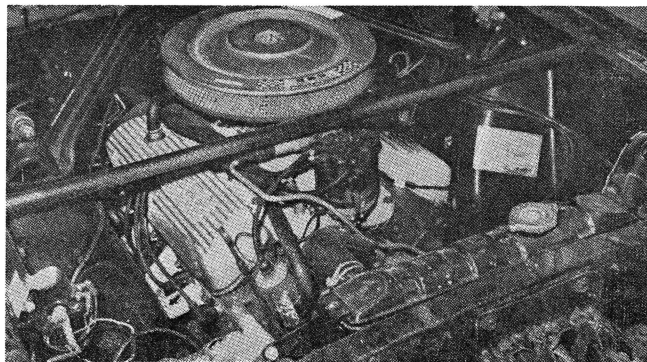
Otherwise the two cars were alike. Both had 130-mph-rated Goodyear Blue Streak tires, optional cast-aluminum



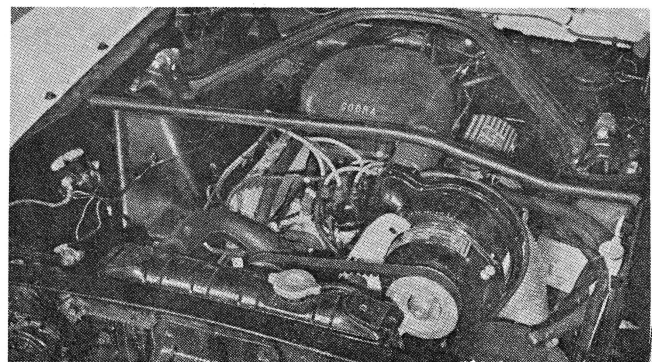
7.5-quart aluminum oil pan and tubular steel headers are added to 289 by Shelby.



Both cars were fitted with optional cast-aluminum wheels, which enhance appearance and reduce weight but present problems when tire is removed, due to small center.



Cross bar over engine is special fender stiffener from Shelby. After the alterations, 289-cubic-inch V-8 puts out 306 hp.



Neat installation of Paxton supercharger still allows access for periodic maintenance and boosts horsepower to over 400.

wheels, and fold-down rear seat, front disc brakes, metallic rear brake shoes, tubular steel headers, competition-type seat belts, functional scoops in the fenders for brake cooling, and a hood scoop for engine breathing.

Due to the 19-to-1 quick-ratio steering that is standard on every GT-350, drivers soon develop good arm muscles. No power assist is available for it, so out of necessity, GT-350 owners have become quite proficient at arm wrestling. Also, never challenge a GT-350 owner to a kicking contest. He has had opportunity to exercise his leg every time he touches the brake pedal. The pedal resists light touches and practically demands to be tromped on. When you do that, the car comes to rest — fast!

By the time arm and leg muscles have shaped up, and your kidneys have adjusted to the harsh ride given from competition-like suspension, truly enjoyable driving is at hand. We really didn't become impressed with the cars until we put them on the race course. In addition to the surprising performance registered in a straight line, especially with the Paxton-optioned car, GT-350s go around corners like they were a part of the road.

Joe Granatelli had told us that after a supercharger was added to a GT-350, it would go from 0 to 60 in five seconds flat. But by the time we had added two large-sized test drivers to the interior of the car (somebody has to read the clocks), plus all of our test equipment, the best we could manage was a flat six seconds.

With a little more experimenting with the engine, and a lighter load, we feel the 5-second figure would be attained. This, if done, would enable a time 1.3 seconds faster than the 4-speed version we tested, and .6-second quicker than the GT-350's competitor, the Corvette. The addition of the blower ups horsepower by 46% (estimated) giving the 289-cubic-inch Cobra a reading of around 440 hp. That's a big step in the right direction.

Both GT-350s handled the turns at Riverside Raceway with very little effort, but the 4-speed gave better control of the rear wheels on some of the shorter turns. The automatic didn't allow for much wheel slippage, sometimes needed to

bring a car out of a turn properly set up. There is a noticeable lack of body lean, and the driver feels confident of control at all times.

As our spec chart indicates, we didn't take either of the cars to their maximum top speed. This was due to a logistic problem, but we'd safely say that they'd be pressing the rating of the tires if they were. Also, the 4-speed exhibited better passing times. The blower couldn't do much there, as it had to wait for the automatic transmission to kick down before it could go to work, while the stick was already in gear at the time the proper speed was reached.

For normal street operation, neither of the GT-350s presented any great problem. They didn't overheat or act sluggish at low speeds, but because of the hard brake pedal, we soon learned to keep extra distance from the car ahead. Though we knew we could stop as fast or faster than any other car on the road, we just didn't want to wear out the soles of our shoes.

The built-in scoop in the fiberglass hood draws in a lot of air at freeway speeds, and this air tends to force its way through any leaks in the firewall. Shelby would be ahead by taking extra pains to seal off any possible air leaks in this area to prevent driver complaints, as well as providing a tighter cockpit, isolated from noise and dirt.

We don't remember passing a stock Mustang owner while we were in the GT, without his doing an instant double-take.

The car is a definite eye-catcher, but it's those side windows that draw everybody's attention. Owners of fastback Mustangs were quick to take note of how much better they looked than the louvers provided by Ford, and all wanted to know how to go about buying some or making their own.

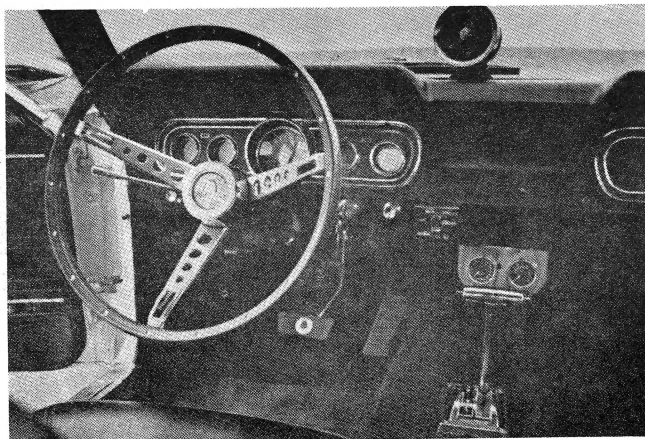
Through a combination of experience in knowing what it takes to make a good sports car, and foresight into what people want in a car, Shelby-American has come up with an almost perfect result — the '66 GT-350. With the extra added grace of a Paxton supercharger, it becomes a car suited for duty in carrying its occupants through the commuters' rush every weekday morning, and over the finish line first on weekends. — Steve Kelly

*continued*

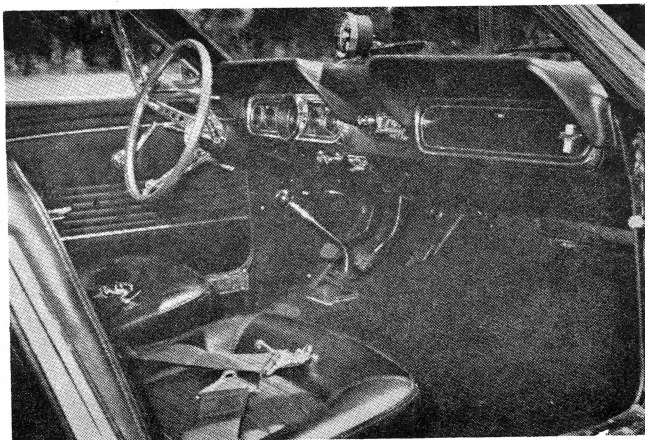




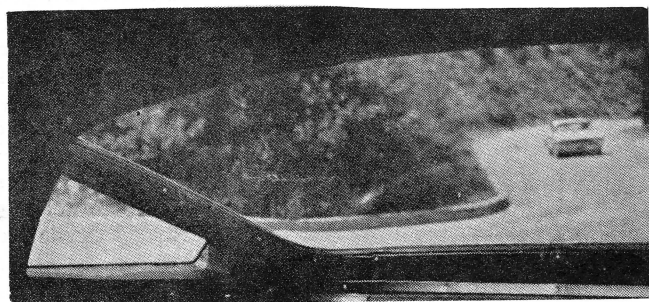
SLEEK LINES OF GT-350 ARE SHOWN TO BEST ADVANTAGE FROM SIDE. THROUGHOUT TEST WE AVERAGED 14 MPG WITH THE 4-SPEED VERSION.



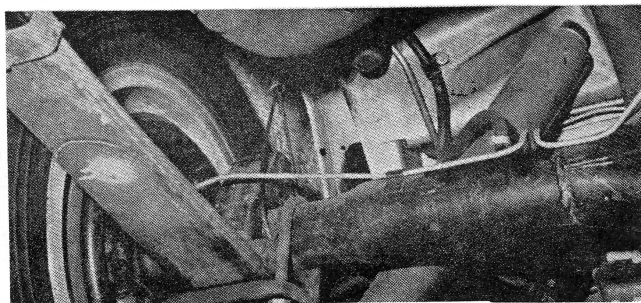
Supercharged car had optional Paxton pressure gauges. Right dial indicates direct blower pressure, left one is for fuel.



Flat glass face on standard-equipment tachometer makes reading difficult at night due to light reflections from following cars.



High window line of fastback and rear-quarter windows combine for good rear and side vision — handy when leaving driveways.



H-D rear housing is safety wired and has pair of torque arms going forward to body member. Koni shocks are part of pack.

PHOTOS BY DARRYL NORENBURG



STIFF STEERING MAKES CORNERS NOTICEABLE, AND STANDSTILL TURNS OF THE WHEELS ALL BUT IMPOSSIBLE. OVERALL RATIO IS 19 TO 1.

# GT-350s

## SPECIFICATIONS FROM MANUFACTURER

### ENGINE IN TEST CAR: Ohv V-8

Bore and stroke: 4.00 x 2.87 ins.

Displacement: 289 cu. ins.

Advertised horsepower: 306 @ 6000 rpm

Max torque: 329 lbs.-ft. @ 4200 rpm

Compression ratio: 10:1

Carburetion: 1 4-bbl.

**TRANSMISSION TYPE & FINAL DRIVE RATIO:** Fully synchronized 4-speed, or automatic torque-converter. Floor-mounted lever standard on either. 3.89:1 rear-axle ratio.

**SUSPENSION:** Independent front with coil springs above upper "A"-arms. Inner pivots of front control arms lowered 1 inch from stock Mustang location. Heavy-duty springs, sway bar and 1-piece rear-end housing, with H-D leaf springs and torque control arms running forward from top of housing to body member. Koni tubular shocks at each wheel.

**STEERING:** Recirculating ball and nut.

Turning diameter: 38.9 ft., curb to curb

Turns lock to lock: 3.7

**WHEELS:** Steel, 15-in. diameter, 6 ins. wide, or 14-in. diameter steel, standard. Optional: 15 x 6 1/2 alloy.

**TIRES:** 7.75 x 15 or 6.95 x 14 high-speed, low-profile nylon

**BRAKES:** Caliper-disc (Kelsey Hayes) front with special racing pads. Drum rear with metallic linings.

Diameter of front disc, 11.3 ins; rear drum, 10 ins.

### SERVICE:

Type of fuel recommended: Premium

Fuel capacity: 17 gals.

Oil capacity: 6.5 qts.; with filter: 7.5 qts.

Shortest lubrication interval: 6000 mi.

Oil- and filter-change interval: 6000 mi.

**BODY & FRAME:** Platform-type unitized construction

Wheelbase: 108.0 ins.

Track: front, 57.0 ins.; rear, 57.0 ins.

Overall: length, 181.6 ins.; width, 68.2 ins.;

height, 55.0 ins.

Usable trunk capacity: 5.0 cu. ft.

Curb weight: 2940 lbs.

### PERFORMANCE

#### Stock

ACCELERATION (2 aboard)

0-30 mph ..... 2.8 secs.

0-50 mph ..... 5.4 secs.

0-60 mph ..... 7.3 secs.

0-75 mph ..... 10.1 secs.

TIME & DISTANCE TO ATTAIN PASSING SPEEDS

40-60 mph ..... 3.1 secs., 227 ft.

50-70 mph ..... 3.4 secs., 299 ft.

STANDING-START QUARTER-MILE: 15.6 secs. and

94 mph

BEST SPEEDS IN GEARS @ SHIFT POINTS

1st ..... 50 mph @ 6500 rpm

2nd ..... 76 mph @ 6500 rpm

3rd ..... 107 mph @ 6500 rpm

4th ..... (not maximum) 95 mph @ 5000 rpm

MPH PER 1000 RPM: 19

SPEEDOMETER ERROR AT 60 MPH: 1.5% fast

STOPPING DISTANCES: from 30 mph, 44 ft.; from

60 mph 155 ft.

### ACCESSORY PRICE LIST

Paxton supercharger kit ..... \$430.00

Paxton pressure gauges ..... 35.00

### Factory-installed Options

\*Paxton supercharger and gauges ..... 670.00

\*\*\*Cast-alloy wheels ..... 267.00

Chrome steel wheels ..... 167.00

\*\*\*Rear seat with fold-down shelf ..... 50.00

Rallye Stripes (over the top) ..... 64.00

\*\*No-spin rear axle (manual trans. only) .. 141.00

\*\*AM radio ..... 57.50

Automatic transmission. (beefed) ..... no cost

\*on supercharged car

\*\*on stock car

\*\*\*on both cars

MANUFACTURER'S SUGGESTED LIST PRICE: \$4428 (plus license, taxes and freight, f.o.b. St. Louis, Mo.)

PRICE OF CARS TESTED: Stock, \$4943.50; supercharged, \$5415, (plus license, taxes, freight, & get-ready charges. f.o.b. St. Louis, Mo.)

MANUFACTURER'S WARRANTY: 4000 mi./3 mos.

### PERFORMANCE

#### Supercharged

ACCELERATION (2 aboard)

0-30 mph ..... 2.65 secs.

0-50 mph ..... 4.6 secs.

0-60 mph ..... 6.0 secs.

0-75 mph ..... 8.1 secs.

TIME & DISTANCE TO ATTAIN PASSING SPEEDS

40-60 mph ..... 3.2 secs., 234 ft.

50-70 mph ..... 3.5 secs., 308 ft.

STANDING-START QUARTER-MILE: 14.0 secs. and

102 mph

BEST SPEEDS IN GEARS @ SHIFT POINTS

1st ..... 45 mph @ 6000 rpm

2nd ..... 75 mph @ 6000 rpm

3rd ..... 110 mph @ 6000 rpm

MPH PER 1000 RPM: 18.3

SPEEDOMETER ERROR AT 60 MPH: 1.5% slow

STOPPING DISTANCES: from 30 mph, 45 ft.; from 60 mph 119 1/2 ft.

SECS.		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ACCELERATION	0-30			A																	
	0-50			B		A															
	0-60					B		A													
	0-75							A		B		A									
PASSING	40-50			A	234 FT.																
				B	227 FT.																
	50-70			A	308 FT.																
				B	299 FT.																
1/4-MILE															A	14.0 SECS., 102 MPH					
																B	15.6 SECS., 94 MPH				

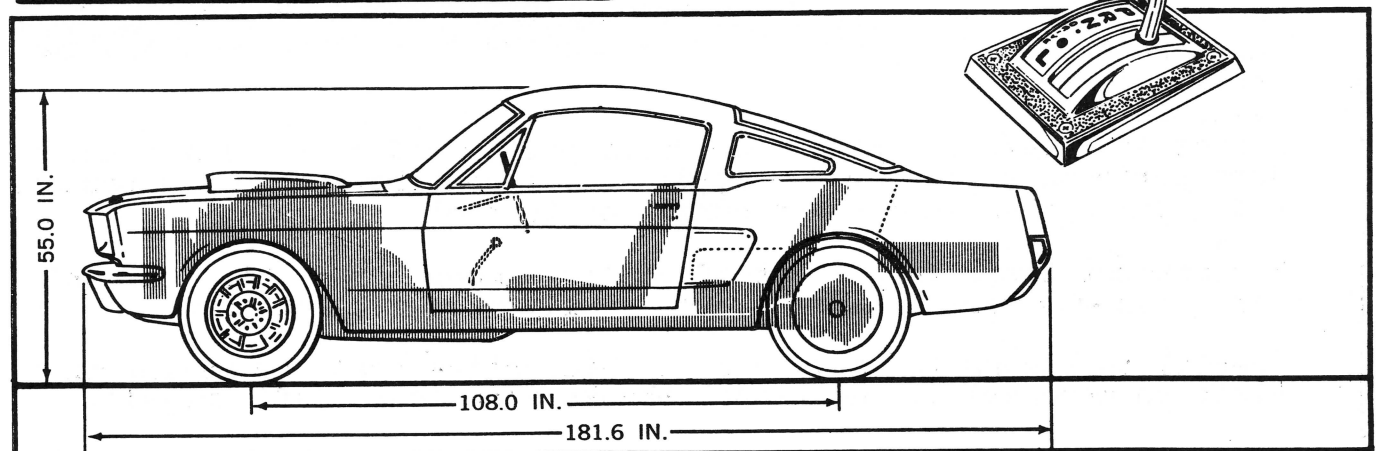
FT.	25	50	75	100	125	150	175	200
STOPPING	FROM 30 MPH	A	45 FT.					
		B	44 FT.					
	FROM 60 MPH			A	119.5 FT.			
					B	155 FT.		

A = BLOWN

B = STOCK

## SHELBY-AMERICAN MUSTANG GT-350

2-door, 4-passenger fastback coupe





# SHELBY SCENE

by Rich Tweedle

Ford Motor Sports Is Back! On Sunday February 28, 1982 members of the Shelby-American Motor City Region were treated to a very special automotive shop tour. Host Gary Kohs and his Marketing Corporation of American crew entertained some 40 excited SAAC-MCR people for nearly three hours on past, present and future Ford performance highlights.

Members present were able to see close up many new and old Ford performance vehicles with a Ferrari or two included just for comparison! On hand for our viewing pleasure were a recently restored GT40 Ford; the real 427 Cobra used on those picture post cards included with every MPC 1/16th scale Cobra kit; a McLaren Mustang; a McLaren M-24 Indy-type race car; IMSA Mustangs; a Stallion replica of the AC Cobra and numerous other vehicles of unique interest also.

Gary delighted everyone with answers to many questions from the members and gave all of us refreshing hopes that "per-Ford-mance" is making a resurgent comeback.

Those who stayed long enough were again amply rewarded when Gary cut the "red tape" enabling the lucky remaining ones to purchase the newly released gigantic 427

Guardsmen Blue/White Stripe AC Cobra poster and even a few other Ford performance posters also, direct without having to pay postage and getting them in perfect condition to boot.

You can bet there were a lot of smiling faces after this tour and for those who were not there, you really missed something!

Special thanks go to Gary Kohs and his entire crew for making this visit so memorable. Additional thanks also go to Jeff Burgy!!!





# TECHNICAL TIPS

by Clay Strop

"HOW TO DETAIL YOUR SHELBY'S ENGINE COMPARTMENT AND UNDERCARRIAGE"

(Part 1 of a 3 Part Series)

This article will describe how to turn the undercarriage and engine compartment of your Shelby, Boss, or Mustang into a well detailed, show winning combination. This project will involve a lot of hard, dirty work, and is not for the faint of heart. I will describe this project on a step by step basis using my experiences from four personal projects of this type as examples.

The first major step of this project is the disassembly of the effected areas of the car. I start by removing the hood, grill\*, headlight buckets, and other front end area parts. (Author's Note: all parts with \* by them will later be sandblasted). Next to be removed are the front fenders, bumper brackets\*, hood latching mechanism\*, hood hinges\*, horns\*, export brace\*, battery tray\* (if not completely rusted out). I will not go into great detail on the next step, engine removal, as everyone has their own way of doing this step. Just set any brackets\*, pulleys\*, mounts\*, etc., aside that you feel should be sandblasted and painted.

After the engine and transmission is removed from the car, I remove all wiring from the engine compartment. On 65's and 66's the wiring can be unplugged under the hood, on 67's and later models you must unplug the harness from under the dash. I also remove all wire ties, all round rubber plugs that are found in different areas under the hood, the solenoid, voltage regulator, washer bottle, vacuum lines, and other little pieces. (Be careful to devise a system to help you remember where all these wires and pieces go. A Polaroid camera is helpful here).

By now the only thing that should be left in your engine compartment is the master cylinder\*, power brake booster\*(if so equipped), brake lines\*, and air conditioning lines\*(if so equipped). I always remove the master cylinder and power brake booster when I do this job. On 65's and 66's the master cylinder can be removed from under the hood. On 67's and later models the power brake booster is secured with 5 bolts, 4 of which must be unfastened under the dash. Brake lines and proportioning valves need only be removed if you want to paint them silver or leave them natural. Personally, I leave them on and paint them black. If you have air conditioning on your car, I would tape the lines that go into the firewall with 2 inch wide masking tape and leave them intact. I

## TECHNICAL TIPS (Continued from previous page...)

also tape all brake line ends up very carefully to keep sand and paint out of them.

Now that the engine compartment is done, it is time to remove all of the remaining exhaust system and hangers. Next on the list to remove are the V-shaped sheet metal pieces\*, that cover the upper half of the front coil springs. The next step is an option: removal of the front suspension. I have done a 1967 Mustang with the front suspension still on it, and it took longer to sandblast and paint with it on than with it off. I recommend removing the front suspension as it gives you a chance to do a better job and opportunity to replace any worn components, which most of these cars have by this time in their life. The order of removal should go: (1) swaybar\*, (2) strut rods\*, (3) steering linkage\*, (4) brake assemblies\*, (5) lower control arms\*, (6) shock absorbers\*, (7) upper control arms\*, and coil springs\*. (Be careful here as the coil springs can be dangerous, you might want to borrow or rent a coil spring compressor), (8) steering gear box\*-optional. If your car has power steering, be careful to tape up all cylinder shafts, hoses and hose end openings.

By this time you're 95% done with step 1. Only a few more things need to be removed. The rear shock absorbers\* should be removed as it will unclutter the rear end area and make work in this area easier. I leave the rear end in the car as it allows you to put a floor jack under the front of the car and roll it around. The rear valence panel should be removed also. Before this can be done the rear bumper must be removed. If you want to leave your gas tank natural in appearance, you must remove it also. If you do remove it, you have to seal the hole it leaves in your trunk very securely. If you don't you'll have a trunk full of sand. Personally, I leave my tank in and sandblast it. Then it is painted with the rest of the undercarriage.

This will conclude Part 1 of the 3 part series. By now you should have a big pile of parts and a bare looking car. You will also have a lot of your friends and relatives giving you strange looks. This step can be accomplished in a average weekend if you can con a friend into helping you and you can avoid drinking a lot of beer. Cost to this point should be minimal (tape, camera film, beer - "optional"), unless you have to rent some tools (floor jack, spring compressor). Next month we will get into the heart of the project, not to mention the dirtiest couple of days of your life - sand-blasting!

# CALENDAR OF EVENTS

## SHELBY-AMERICAN MOTOR CITY REGION ACTIVITIES FOR 1982:

January	15-17, 1982	-	"Autorama" - Cobo Hall - Detroit
February	28, 1982	-	Marketing Corporation of America Shop Tour - Royal Oak
March	, 1982	-	
April	25, 1982	-	Swap Meet - Stark Hickey Ford-Royal Oak
May	29-31, 1982	-	Motor City Show & Go VII AAA World Headquarters - Dearborn
June	20, 1982	-	Picnic - Stony Creek Park - Washington
July	, 1982	-	
August	12-14, 1982	-	SAAC National Convention VII Great Gorge, New Jersey
"	29, 1982	-	Paw Paw Winery & Gilmore Car Museum Tour Paw Paw & Hickory Corners (Kalamazoo)
September	19, 1982	-	Frankenmuth Tour - Frankenmuth
October	17, 1982	-	Cider Mill Color Tour
	30, 1982	-	Halloween Party
November	20, 1982	-	Technical & Literature Swap Session
December	11, 1982	-	Shelby-American Motor City Region Christmas Dinner Party



# CLASSIFIEDS

Classified advertising is free to all Shelby-American Motor City Region members on a non-commercial basis. Commercial business advertising rates to be determined at a later date. There is no word limit. Next ad deadline is March 31, 1982. Please send all ads and inquires to Shelby Motor City Region P.O. Box 4008, Dearborn, Michigan 48126. "Attention Editor"

## CARS FOR SALE:

1969 Shelby Mustang GT500 Sportsroof  
Ground-up restoration. Contact -  
Clay Stroup (313) 798-8759

## PARTS FOR SALE:

1965-1968 Exhaust system parts for transverse mounted system. Front left and right mufflers.

1968 Shelby hubcaps - very good condition. Make offers. Contact - Johnno Norian (313) 671-6438

## WANTED:

1969-1970 Shelby Mustang Convertible  
Any condition, prefer project car.  
Have 1969 GT500 Sportsroof (ground-up restoration) to trade. Contact - Clay Stroup (313) 798-8759

Chrome dip stick for Ford 289 engine.  
Contact - Lee Swonder (313) 562-5530

1980-1981 Mustang Cobra hood scoop, rear spoiler, black interior pieces.  
Contact - Lee Swonder (313) 562-5530

## STOLEN CAR

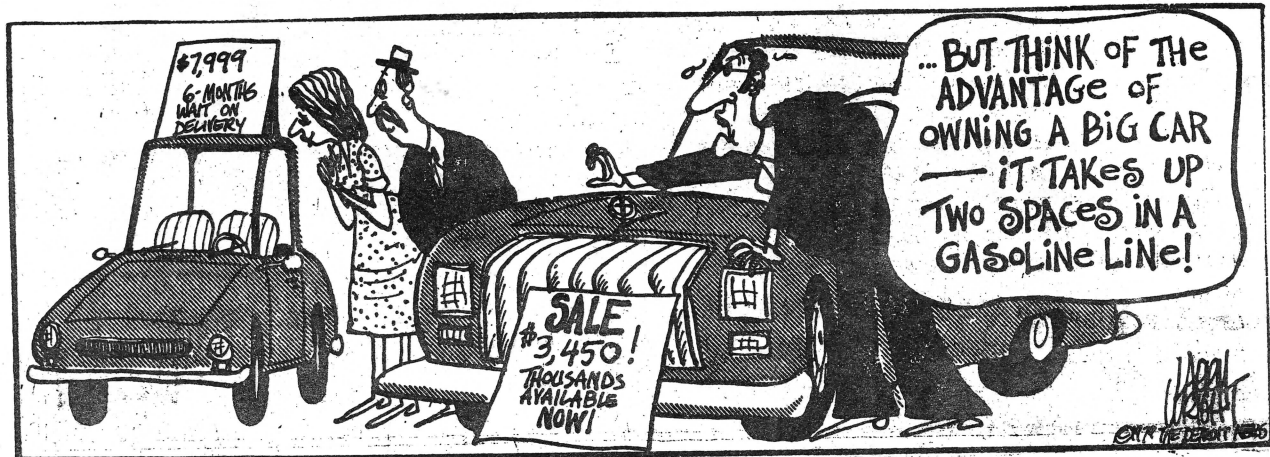


1969 Mustang Mach I VIN #9F02H198414  
Red with blacked out side scoops;  
Black window trim; Black hood scoop;  
351-2V; Slotted cast wheels-15x10 rear;  
No Mach I tape stripes; Power brakes;  
Power steering; No foldown rear seat;  
Front spoiler; Rear spoiler; Window slats; Small steering wheel; Headers with dual exhausts and chrome tips; AM-FM radio; One door edge dented.  
Stolen April 5, 1982 near 11 1/2 Mile and Gratiot Avenue (Roseville)

### Please contact:

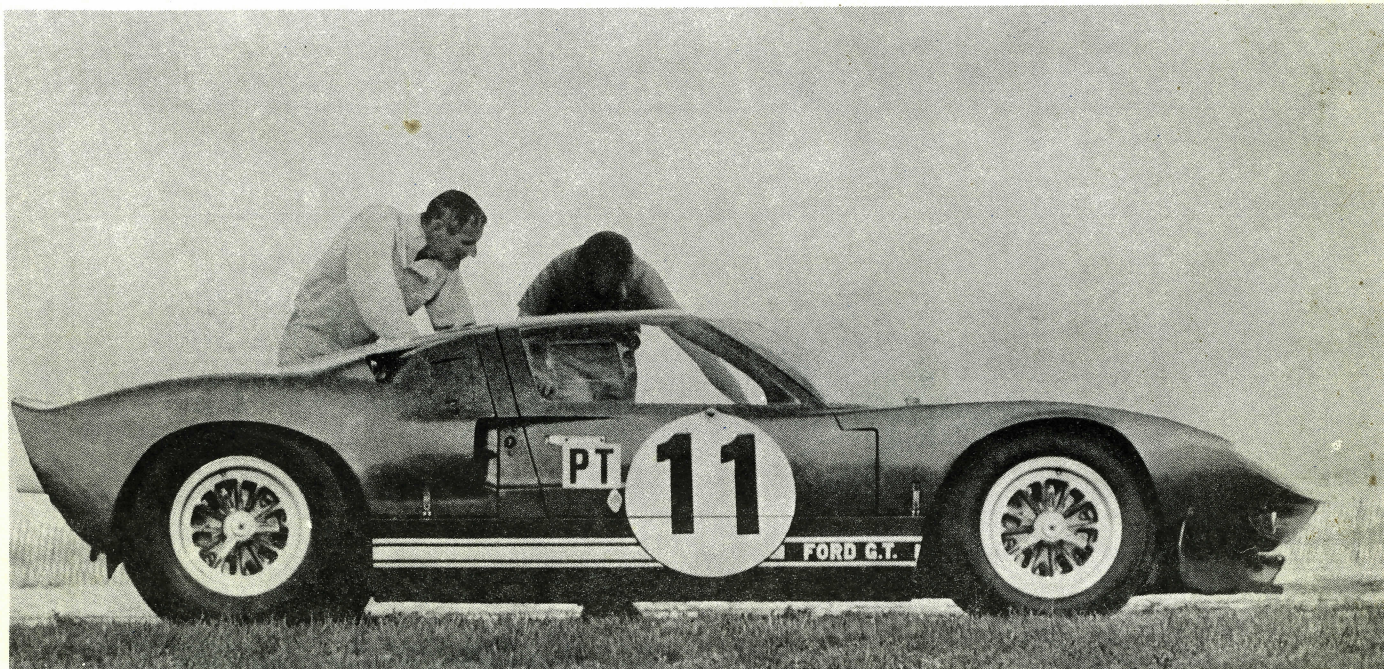
Wally Lauer - 775-0030 Bus.  
- 774-1893 Home

# CARTOONS





# Ford Motor Company is:



running  
a beautiful experiment

It's the Ford G.T.—our lab on wheels.

This is the car that probes the future and brings back knowledge about aerodynamic styling, engine durability and new-way suspensions.

It even explores far-out concepts like forced air cooling of seats and adjustable foot pedals.

Bold research like this is part of our aggressive approach to quality—the kind of quality you find in our better vinyls, smoother stickshifts and safer disc brakes.

In this matter of quality, we think there's only one place to be. First.

**Ford-built means better built**



MUSTANG • FALCON • FAIRLANE • FORD  
COMET • MERCURY  
THUNDERBIRD • LINCOLN CONTINENTAL

WARD's Quarterly SUMMER, 1965 9