



SHELBY LIFE

Official Publication of
the Motor City Region



FOR YOUR INFORMATION...

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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...

May 1982

Front Cover --- "Rick Bawden Leaving The Competition Behind"
(Photo by John Guyer)

<u>Page</u>	2	<u>FOR YOUR INFORMATION...</u>
	3	<u>IN THIS ISSUE...</u>
	4	<u>EDITORIAL COMMENTS</u> (by Grant Martin)
	5	<u>HELP SAVE WATERFORD RACE COURSE!</u>
	6	<u>TREASURER'S REPORT</u> (by Lee Swonder)
	7	<u>MEMBER OF THE MONTH</u> (this month...Dale Rabe)
	8	" " " " " " " "
	9	<u>NEWS UPDATE</u> (by Grant Martin)
	10	<u>SHELBY-AMERICANA</u> (by Grant Martin)
	11	<u>FORD PERFORMANCE HIGHLIGHTS</u> (by Grant Martin)
	12	<u>1968 SHELBY-AMERICAN GT500 KR ILLUSTRATION</u>
	13	" " " " " " "
	14	<u>DETOMASO COBRA</u> (Road & Track May 1970) (Courtesy of CBS Publications, Inc.)
	18	<u>SHELBY SCENE</u> (by Rich Tweedle)
	19	<u>TECHNICAL TIPS</u> (Johno Norian)
	21	<u>CALENDAR OF EVENTS</u>
	22	" " "
	23	<u>CARTOONS</u> - "Wright Angles" (Courtesy of the Detroit News & Larry Wright)
<u>Rear Cover</u>	---	<u>"THERE ARE ONLY 1000 OF THESE FOR RENT IN THE</u> <u>ENTIRE WORLD. HERTZ HAS THEM ALL."</u> (GT350H Advert- isement courtesy Hertz Rent A Car Corporation 1966)

READERS PLEASE NOTE: Part Two of Clay Stroup's Technical Tips page three part series has been delayed until the next issue due to space considerations.

EDITORIAL COMMENTS

by Grant Martin

Since I last spoke to the entire Shelby-American Motor City Region membership through this column a number of additional changes have occurred at the board of directors level.

First, as previously mentioned in the last issue Don Webb had to relinquish his board of directors position and newsletter editorship. Then came as some of you who attend our regular meetings may already know the fact that Lee Lockhart is no longer on the board. Because of a better job opportunity and the so called benefits of the "Sun Belt", Lee and his wife are now residing in Texas. But before submitting his resignation he said to tell all his friends he'd be back for the next SAAC national convention in Dearborn scheduled for 1983.

So to fill the two vacancies on the Motor City Region board of directors the remaining directors appointed by a unanimous vote, Dale Rabe and Johno Norian who were runner up candidates in last year's election.

Recently however due to my assumption of the newsletter editor position it has been very necessary for me to also relinquish my MCR board of directors position due to the many time limitations and involvements with many other car clubs and the expected single female companionship requests. It was done with regret, but please remember there are just so many hours in a day and by helping out with the newsletter I'm still contributing in some way to the benefit of the Motor City Region and its membership.

If any of you would like to volunteer to be part of the board until the next elections (or submit your name for the 1982-83 board of directors candidates list) are held in June, please give one of the directors a telephone call as soon as you are able. You might find it very personally rewarding.

I would also like to thank Dale Rabe, Lee Swonder, Rich Tweedle, Johno Norian, Clay Stroup and Mike Riemenschneider for volunteering to assist on a timely basis with interesting articles. Special thanks also go to our SAAC national rep and official MCR photographer, John Guyer who has furnished and from whom we look forward to seeing many more photos from his super collection and to the superb printing skills of our true "ink & paper artist" printer Jerry Hyder, without whose true skills could not have allowed us to make this publication the very best newsletter put out by any region in the entire Shelby-American Automobile Club!

Until the next issue...

Waterford Hills Road Racing Inc

HELP!

May, 1982

The future existence of Waterford Hills Road Racing is in serious jeopardy.

Certain subdivision neighbors have decided, after some 22 years of existence, that we make "too much" noise (24 days per year of racing, from 10 a.m. to 6 p.m.!) and are "too dangerous" (1.1 million estimated competition miles without a serious injury to spectator, competitor, or neighbor) to continue in operation. The Independence Township Board may yet believe them.

We believe we not only have a legal right to exist, but are a positive asset - economically and recreationally - to Independence Township and its surrounding communities. If you agree, we beg - and urge - you to express your sentiments in writing to the Independence Township Board, 90 North Main, Clarkston, MI 48016. Please send a copy of your letter to: WHRR Inc., 3000 Town Center, Suite 1800, Southfield, MI 48075.

Only by showing the Township Board that a substantial population supports our continued existence can we expect to continue providing you with racing. Do not delay. Next month may be too late.

Sincerely yours,

WHRR Board of Directors

Waterford



Michigan

TREASURER'S REPORT

by Lee Swonder

CASH RECEIPTS AND DISBURSEMENTS
FOR THE PERIOD - MARCH 8, 1982 THRU MAY 20, 1982

CASH IN BANK - MARCH 8, 1982 - \$321.56

CASH RECEIPTS

Interest	\$ 5.74
Membership	110.00
Swap Meet	672.95
Show & Go VII	<u>683.20</u>

TOTAL CASH RECEIPTS \$ 1,471.89

CASH DISBURSEMENTS

Show & Go VII Expenses	
Picnic Deposit	\$ 29.00
Miscellaneous	21.50
Postage	221.99
Post Office Box	13.00
Printing	28.67
Supplies	17.47
Secretarial Expenses	15.00
Advertising	172.52
Rental Fees (Meeting Room)	10.00
Telephone	<u>5.38</u>

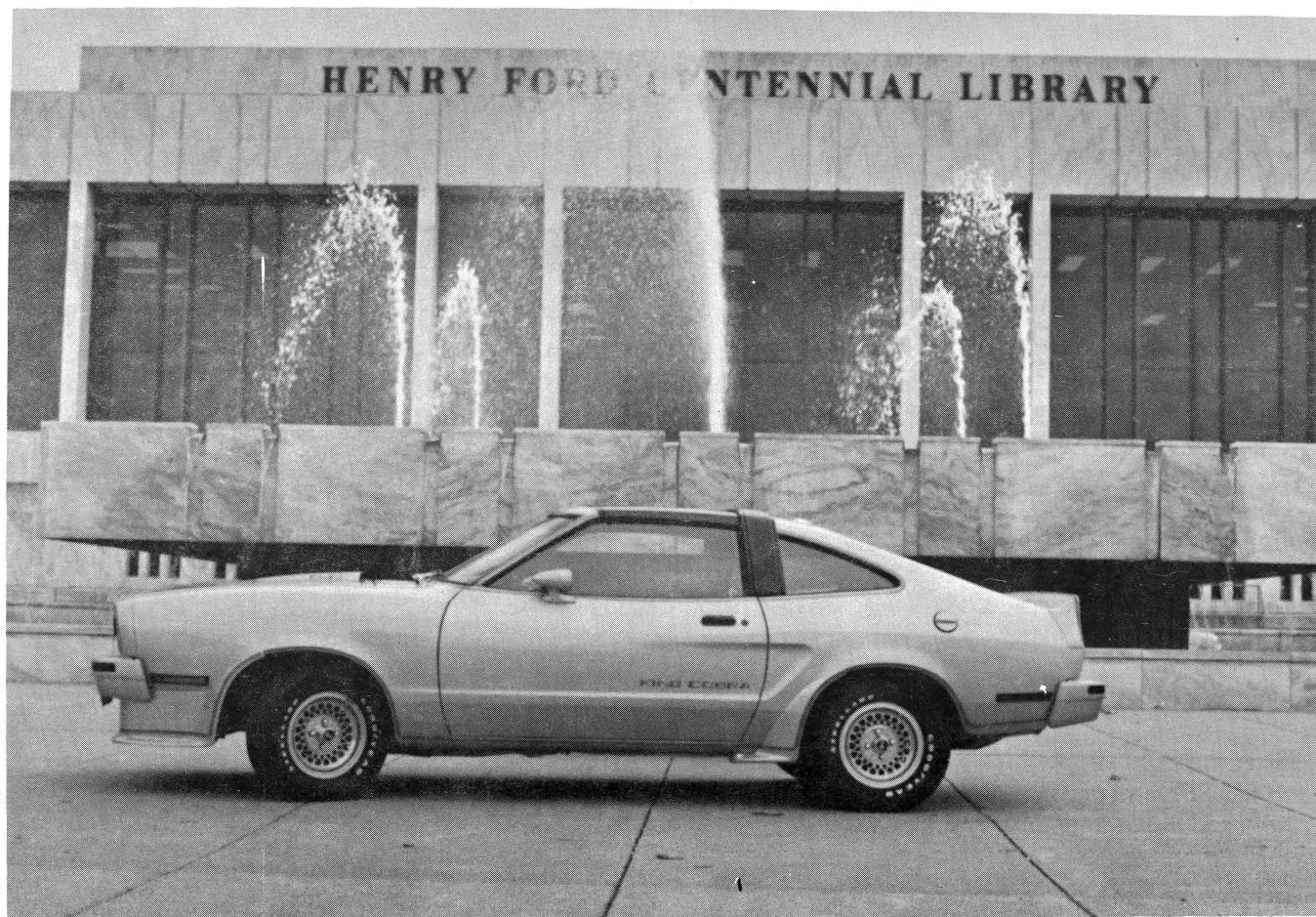
TOTAL CASH DISBURSEMENTS \$ 530.52

CASH IN BANK - MAY 20, 1982 \$ 1,262.92

WELCOME NEW MEMBER !!!

Steve Maylich

MEMBER OF THE MONTH



Vehicle: 1978 Mustang II King Cobra
Owner: Dale Rabe - Warren, Michigan

My interest in Fords began when my dad bought a beautiful berry colored 1965 Mustang Hardtop while I was in junior high school.

After a couple of years went by somehow I managed to lose interest. As I look back now maybe it was the homework and then maybe it was the gals... Anyway it was only temporary though, because when your neighbors just happen to be Roger Lindawood (of "Color Me Gone, Funny Car, Ramchargers, Hemi Under Glass" fame) and Don Garlits, just to name a few, it can be more than just a little bit influencing, especially when you're in the process of getting your first driver's license! Though my fondest memories of the time as I still remember them were were watching the TASCA, Stark-Hickey and Dyno Don Ford powered Mustangs and also those SOHC Fairlanes each going

(continued on next page)

MEMBER OF THE MONTH (Continued)

at it head to head with the competition down the 1/4 mile.

College came and I started working as a mechanic and then my boss asked me if I wanted to buy a used Mustang. I said, "maybe". He said, "The price was only going to be \$5,000, but the investment value was actually \$23,000 from Ford's previous involvement".

I was getting to wonder what kind of Mustang this was, till he opened the garage door and my jaw at that point just about fell to the floor. The so called used Mustang just happened to be the Super Boss 429 Mustang of the Lawman's performance vehicle fleet. All that just think for only \$5,000... Well, after a few weeks went by trying to think of a way(s) to get the money, after buying a new car, getting an apartment, college and working, I almost would have given my right arm to have been the third owner. Somehow I've managed to still retain my right arm and no Super Boss 429 Mustang in my garage. Let's see - how would I have done that differently today...

In March 1977, I started working at Ford Motor Company. Then my wife noticed a certain empty feeling after many months went by from the time when I sold my personal car for a new "family car". So she told me that we could get a "Hobby Car" if it was in the new product line. It just so happened that some line drawings came through work on a special forth coming Mustang II.

The car was a 1978 Mustang II King Cobra with air dam, flares, spoiler, special tape treatment and a limited production run. So my wife and I decided to buy the King Cobra in January 1978 and then we had to wait five months for delivery. Later I learned total production of the unique model amounted to only 4,306 units made for the U.S.A., Canada, Mexico and other exporting countries.

Even though this isn't a Shelby, I never-the-less have a large quantity of Cobra venom in my blood to keep a legend going!

NEWS UPDATE

by Grant Martin

Super Snakes! Musclicar Memories! Hi Performance Cars magazine tells all about one of the most venomous Ford produced vehicles ever to cruise Main Streets anywhere U.S.A. None other than the 1967 Shelby GT500 Mustang equipped with the famous "side oiler" 427 "Le-Mans" type engine. As rare as the fewer than 50 or so produced are the articles covering them. So you better hustle for a back issue if you also happen to have the real thing!

You say you don't have garage space to build a full size fiberglass replica of the Shelby AC Cobra or the bank balance to support one. Then building a scale model replica of an AC Cobra might just be the next best thing in mind and Scale Modeler magazine for April 1982 featured a review of building a new MPC 1/16th scale Cobra Roadster kit. Included also was a beautiful two page color spread of a completed version finished in white with guardsman blue stripes.

will The Real Cobra Please Stand Out? After seeing "1001 Custom & Rod Ideas magazine 1982" put out by Argus Publishers Corporation, you'll know why that question is so hard to figure out today with so many AC Cobra replicas available. Inside the special kit car section it tells all about the numerous manufacturers and there is lots of photos too.

Also in the same above magazine is another large write-up on the recently introduced fiberglass kit car manufacturers of replica Pantera automobiles.

Ford performance fans are you ready for a real treat? If you are then possibly one of the very best Ford musclicar era magazines for 1982 may be "Custom Rodder" for April. They decided to go all out and put together a total high performance Ford issue with a '64 Ford Galaxie with a full race engine punched out to 447 inches; a restored to Boss 302 Mustang; a super hot drag race Falcon; two Shelby GT350's; one GT500 and a pair of Cobra powered by 289 & 427 engines.

Also included are the profiles of the Cobra Owners Club Of America and the Boss Mustang Owners Association and a few other goodies too! If the publication was not available at your local newstand, write McMullen Publishing, Inc. 2145 West LaPalma, Anaheim, California 92801 or telephone (714) 635-9040 for further information. Individual copy was \$2.00.

SHELBY AMERICANA

by Grant Martin

May 1965

Road & Track magazine features a GT350, 427 Cobra, Ford GT and Carroll Shelby himself on the cover with the remark "cars he will race in 1965".

May 1965

Motorcade magazine was the first monthly automotive publication to introduce the 427 Cobra with extensive Shelby-American file photo coverage.

May 1976

Automobile Quarterly begins publishing a 25" x 38" all color Cobra poster displaying a 289 Cobra Roadster, Daytona Coupe, 427 Roadster and Cobras in competition. Price was \$3.00 each or for those who had to have two for \$5.00.

FORD PERFORMANCE HIGHLIGHTS

by Grant Martin

May 1963

After the earlier success the previous April, a decision is made to stay with the normal Sunbeam Alpine chassis and body largely because of the ideal Ford engine fitting and widespread public acceptance of the Alpine model.

May 1963

Rootes Motors - USA takes delivery of the first Ford V-8 engine Sunbeam from Shelby-American.

May 1964

Ford's first Mark I GT-40 vehicle raced at Nurburg Ring, Germany qualifies second only to the fastest Ferrari!

May 1965

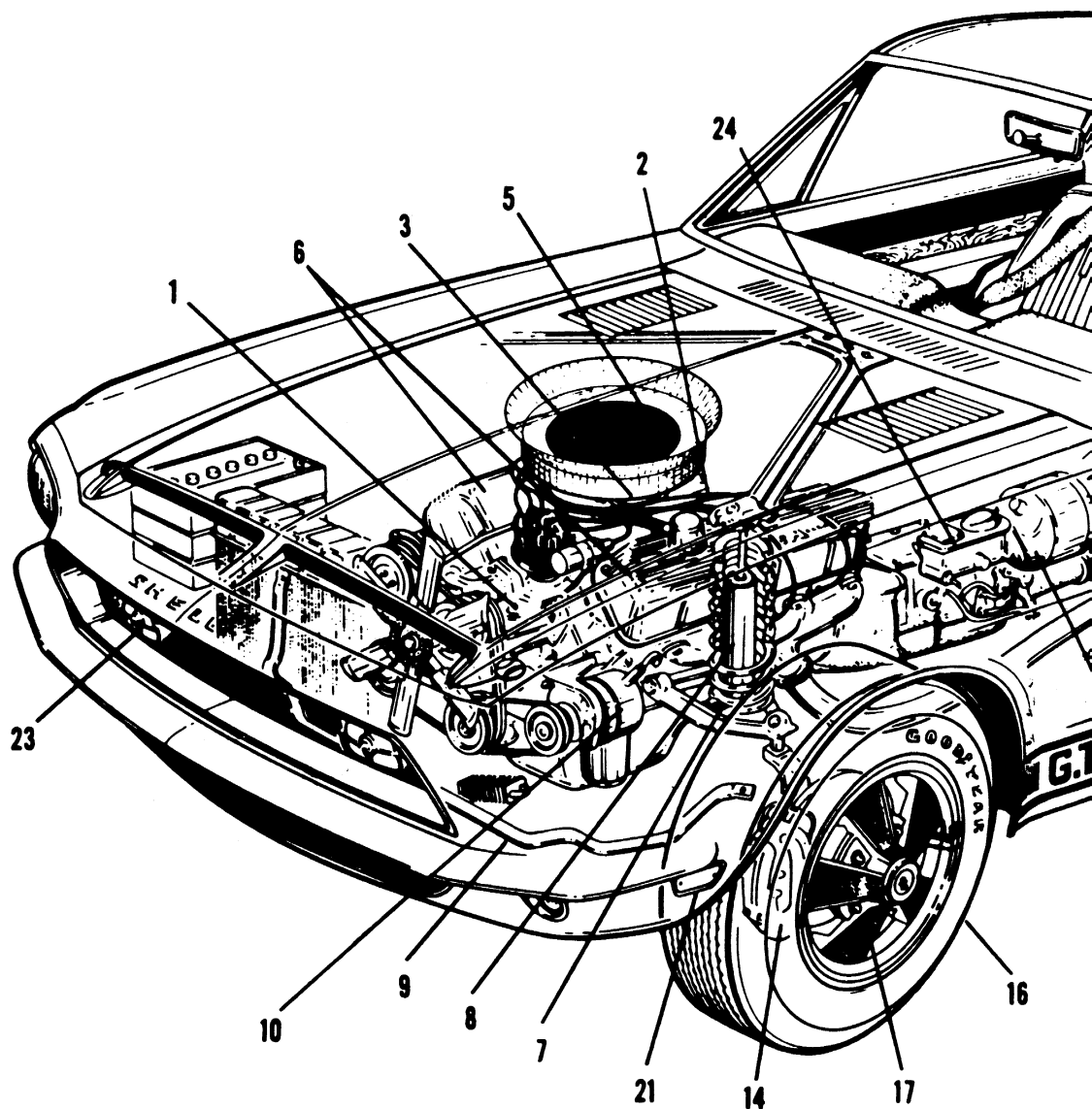
Shelby-American begins exploring the possibilities of campaigning a GT350 Drag Car Mustang in NHRA B/Sports Production competition. Race car and engine builder Bill Stroppe is consigned the first GT350 Drag Car for evaluation and further development.

May 1967

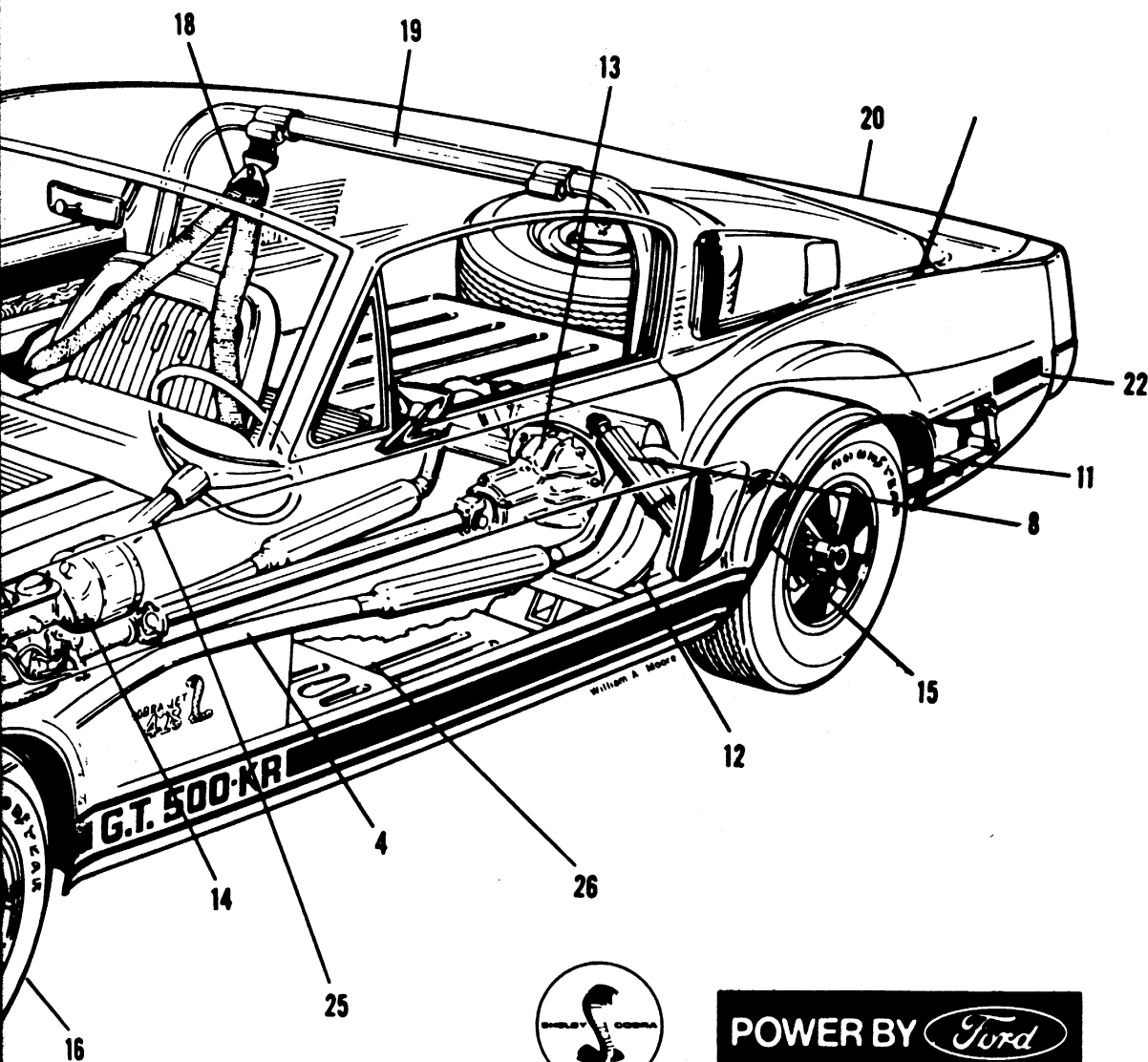
Ford powered Mirage sports prototype records its first win in the 1000 Kilometer Championship race at Spa, Belgium. The Mirage is a modified version of the Ford Mark I GT-40 manufactured by J.W. Engineering - Ford Advanced Vehicles prior to its sale to John Wyer. Mirage features included a brand new aerodynamic body shell developed by Ford Motor Company and use of varied experimental versions of the 289 Ford V-8 engine.

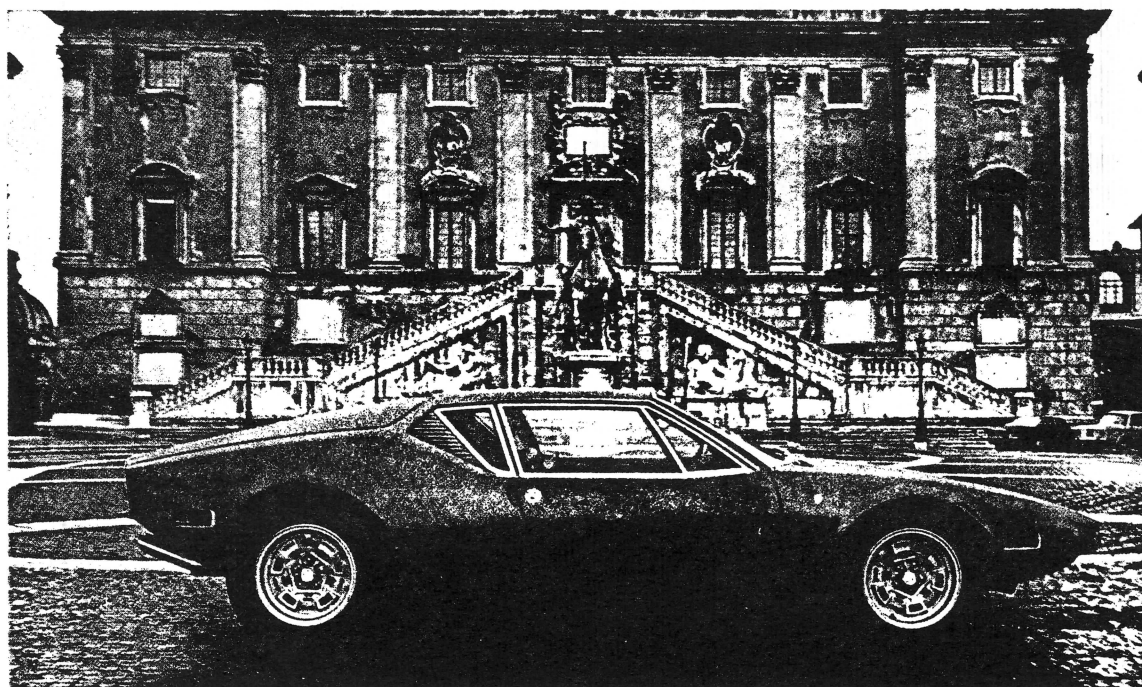
THESE FEATURES GIVE THE SHELBY COBRA GT ITS UNIQUE CHARACTER

Many of these features give the Cobra GT its exciting look—but the subtle engineering features (1) Performance is exciting with either of these two GT models. GT 350, 250 hp 302 features (2) high velocity, high volume Cobra intake manifold, (3) advanced design 4 diecast aluminum air cleaner. (Ram air package standard on GT 500-KR). Every engine has a filler cap, dipstick. Handling response is immediate under all conditions, thanks to front and rear absorbers, (9) .94" diameter front stabilizer bar, (10) crisp 16.0:1 steering ratio, (11) anti-windup dampers for sure acceleration, (13) heavy-duty rear axle. Tires and brakes include (15) heavy duty rear drum brakes work with (16) Goodyear E70 polyglass tires. Other items include (18) inertia-reel shoulder harnesses and seat belts for front-seat passengers, (20) safety-sequence wide tail lights, (21) front marker lights and (22) rear quarter rear marker lights, (23) proportioning valve and low-pressure warning light, (25) collapsible steering column.



engineering that you do not see is what you appreciate the more you drive this great car. 302 hp 302 cu. in. V-8; GT 500-KR, 335 hp 428 cu. in. all new Cobra Jet V-8. Each engine design 4-barrel carburetion, (4) dual exhausts, (5) low restriction custom paper-element air filter. Every engine looks the part, too, with (6) die cast aluminum Cobra rocker cover, chromed exhaust tips thanks to (7) high-rate front coil spring, (8) high capacity heavy-duty adjustomatic shock absorbers, (9) 16.0:1 steering ratio with power assist, (11) heavy duty four-leaf rear springs with (12) disc brakes match the GT's performance. (14) Power-assisted floating caliper front disc brakes, (15) polyglas tires and (17) 6" rim width 15" safety wheels for utmost safety. Other safety features include (18) seat passengers (seat belts in rear), (19) integral overhead safety bar in all models, (20) side marker lights, (21) quarter reflectors, (23) rectangular fog lights and (24) dual master brake cylinder with power booster, (25) safety padded steering wheel, (26) full unitized chassis and body.





DE TOMASO COBRA

*Collaboration between De Tomaso and Ford results
in a second-generation Mangusta at a lower price*

BY PETE COLTRIN

Dear R&T,

The arrival of your telegram coincided with the return of the De Tomaso GT to Modena. I finally got through to Automobili De Tomaso by telephone—one of the busier Modena numbers these days—arranged to meet Alessandro at the Reale and later spent most of the day at his plant.

The first thing Alessandro showed me was the car itself in a partitioned section of the special projects building across the street from the present main plant on the outskirts of Modena. The car had just been unloaded from a transporter and was up on stands, stripped and covered with protective masking tape and paper. Just the monocoque body shell with suspension but no engine, instrument panel but no seats, etc. Even so it looked pretty sleek—*ben slanciata*, as they say—and I could see why Alessandro says it is even better looking than the Mangusta (which will be phased out by the end of 1970) though I won't pass judgment on that before I see the car on the road in its own element. Typical Ghia finish which is to say excellent though I'm told production models will be even better. Compared to the Mangusta—this is the car with which it will be compared naturally—it is smaller on the outside and larger in the inside. The body seems a bit "tighter" and even without mea-

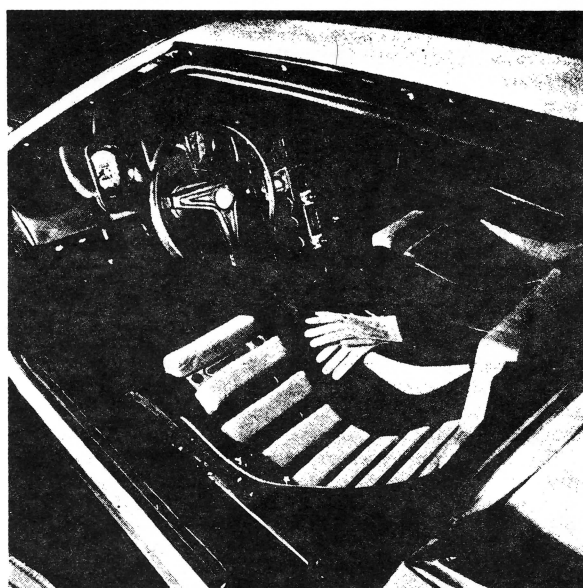
Modena

suring the cockpit is obviously more spacious. It is also better looking, more attention having been given to making an attractive instrument panel (an area where the Mangusta needed improvement). Directly in front of the driver are a hooded 300-km/h speedometer on the left and a tachometer, redlined between six and eight thousand, on the right. In the vertical section of the center console are four smaller round instruments angled toward the driver—from top to bottom Benzina, Acqua, Press(ione) Olio and Ampere. To the left of these instruments are six rocker switches for lights, windows, wipers, etc. To the right, also vertical, is the radio. The gearshift lever works in an open chromed gate. To the left of the center tunnel by the driver's right thigh is a proper fly-off handbrake. There is no glove box, only a shallow tray on the dash in front of the passenger, but pockets in the doors are provided. The small tri-spoked steering wheel is leather covered as is the dash panel. The whole effect of the interior is pleasing and well thought out.

The biggest difference between the new car and the Mangusta is the monocoque chassis. De Tomaso calls it a "complete monocoque" and this is a good description. It follows competition practice in most respects. Body and chassis are one, with a box section subframe supporting the engine, ZF gearbox and rear suspension. The rear suspension

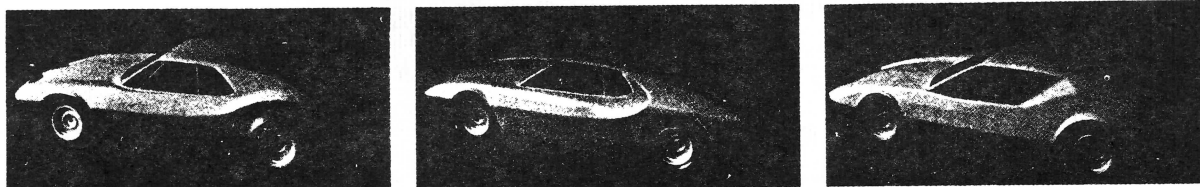


DE TOMASO COBRA



A-arms are of fabricated round and oval tubes. Gone are the trailing arms and the gearbox mounting points for the lower A-arms and upper transverse links. There were two sets of cast rear uprights in evidence in the shop—magnesium and *ghisa* (cast iron). I suspect that the cast iron ones will be used when they can pare some weight off them; right now there is quite a weight differential. The front suspension A-arms are stampings so clean that they seem hand fabricated. Coil springs and adjustable shocks are used front and rear. Also very neat is the front stub axle/upright forging. The wheels are magnesium cast by Campagnolo to De Tomaso's design and like the Mangusta's are "big and little" fifteen inchers with rim widths of 7.0-in. front and a 8.5-in. rear. The spare will probably be even "littler" as a "Space Saver" Goodyear was seen in the shop and Alessandro said they would use a non-inflated spare. The front luggage compartment, lined in fiberglass material, is adequate but will profit from the mini-spare. The underside of the whole chassis appears well protected by undersealing. The windshield is tinted. The passenger compartment will probably be even better sound-proofed than the Mangusta, which I thought was pretty free from engine noise. The car I saw had electric windows, air conditioning and of course magnesium wheels but it hasn't yet been decided if these items and/or others will be standard equipment or optional extras. This is one of the points to be covered later this month when De Tomaso goes to Detroit.

The off-the-record hoped-for price is \$8650, Federal excise tax included, perhaps with some or all of the above-



More than just a restyling of the Mangusta, the design of the new De Tomaso involved a considerable reassessment of its function. These three models, from earliest at left to final at right, show that Mangusta's butterfly engine lid was abandoned at start.

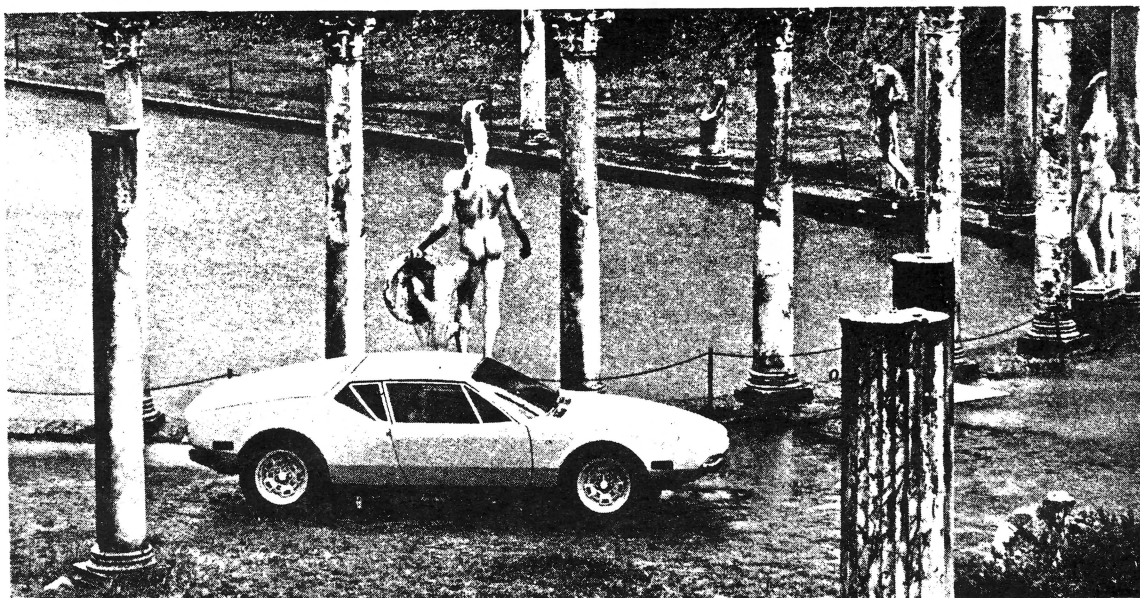
mentioned items, perhaps not. Alessandro would prefer to say, "Between \$8000 and 9000." Why the difference between this car and the Mangusta? Biggest reason is they make one Mangusta per day and they hope to make 20 of the new cars daily when they get rolling. What are they going to call it? I asked De Tomaso and general manager Maestro Nello Ugolini this a month ago and they looked at each other and said, "Oh yes, we've got to decide on that!" Actually the decision is not wholly theirs; Ford will probably decide. Within the De Tomaso factory the car is referred to as the Cobra and in fact the blueprints are so designated. This name may in fact be used as it is well known. Another name under consideration is Puma. This is another decision to be made later this month. [Ford has also toyed with the designation 351, for the cubic-inch displacement, but finally settled for Pantera, Italian for Panther.—Ed.] In any case the car will carry the De Tomaso blue and white Isis badge and, on the flanks, the Ghia emblem. It will of course be called a De Tomaso.

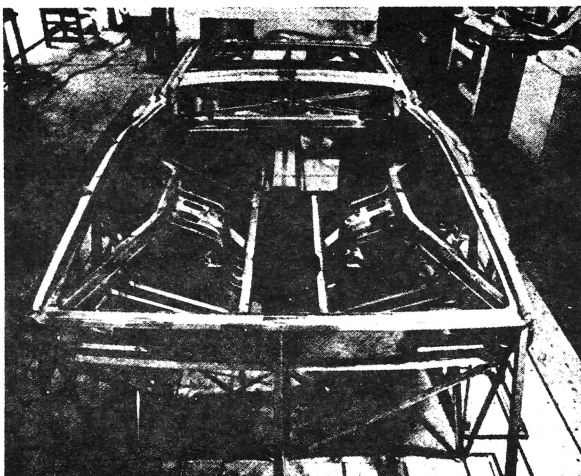
Though I saw the car without engine it had been almost completely finished when the photos were made and lacked only a few components from being a runner. It will be mobile in a few days. All of this has been done in the four and a half months since the Ford-De Tomaso accord was signed last September. De Tomaso first met Lee Iacocca last year with only an idea in his head and a line or two on a piece of paper. He says that he and Iacocca hit it off from the first and that in Iacocca he was fortunate to find such a *simpatico* person with whom to collaborate and a person who has continued to demonstrate his faith in Automobili

De Tomaso. "There was," De Tomaso says, "an immediate and profound sympathy because we realized in each other the creative gift and foresight which permitted getting down to basics immediately with mutual trust." It might be added that not everyone at Ford believed that De Tomaso and company could come up with a finished car in time. It took continuous 17½-hour days on Alessandro's part and long hours on the part of everyone concerned, including especially Mrs. Isabelle De Tomaso who runs the Modena office and holds down the fort whenever Alessandro is in Turin tending to Ghia or off on frequent business trips.

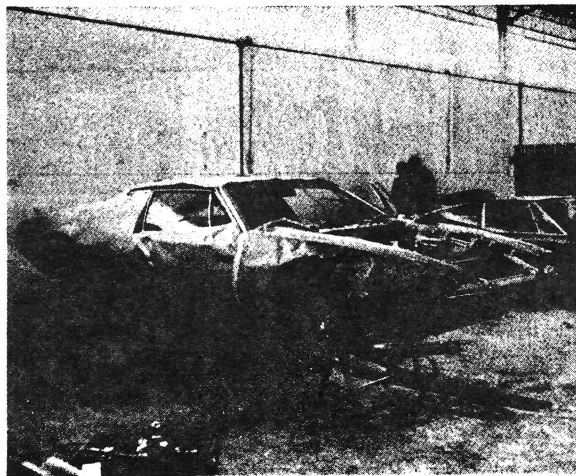
Now to put the new MSE (Mid-Ship Engine), as De Tomaso refers to it, into production. Various sites for the factory have been selected in the Modena area. The most favorable one is north of town near the entrance to the Autostrada del Sole and the future junction between it and the soon-to-be-completed new autostrada to the Brenner Pass. It is on the Turin side of town whence the bodies will come and also on the export side from which the completed cars will leave for America. There have been some bureaucratic snags down at city hall concerning zoning regulations and other political factors, one guesses. There has been an influx of industry into the Modena area and there is very little unemployment locally, but still it is hoped that the powers that be will give the OK. A factory of this size and prestige should be advantageous to Modena. In any case, De Tomaso wants to remain in Modena and has other nearby locations in mind.

If things go according to plan he will need room for expansion. The factory—wherever it is located—is scheduled ➤➤➤





De Tomaso structure being welded; note engine carriers. On Mangusta, engine formed rear of chassis, held suspension.



Its body protected by paper, the mid-engined De Tomaso awaits final mechanical details before the Geneva show.

DE TOMASO COBRA

to be built the first half of this year and will have a floor space of 27,000 square meters (just under 300,000 sq ft). De Tomaso estimates that the initial required work force will be around 500. Ultimately both the space and number of workers could be multiplied by three times. De Tomaso doesn't want to make any predictions; aimed-for production is on the order of 5000 units per year in a couple of years. If all goes well the target is 2000 for 1970. All De Tomaso MSE GTs will go to the U.S.A.—100 percent—and will be sold by selected Ford agencies.

Mention has been made about the bodies from Turin. Though Ghia designed them, the bodies will probably be assembled by recently acquired Carrozzeria Vignale which has three times the work space of Ghia. The system will be the same as with the Mangusta (or Lamborghinis or Maseratis for that matter)—Turin to Modena to market.

Each 351 Ford "Cleveland" engine will be dyno tested at the De Tomaso factory. They may get some extra attention but De Tomaso isn't saying anything other than that there will be "*tanti, tanti cavalli!*" Every car will be tested on the road for 50 to 100 km (30-60 mi).

De Tomaso is optimistic about his baby and I think he has reason to be. He says it will be a landmark in American sports cars and I'm not prepared to argue that either. And it's not just Alessandro who is enthused at his place—everyone is. Contagious. Finishing up a new GT car and introduc-

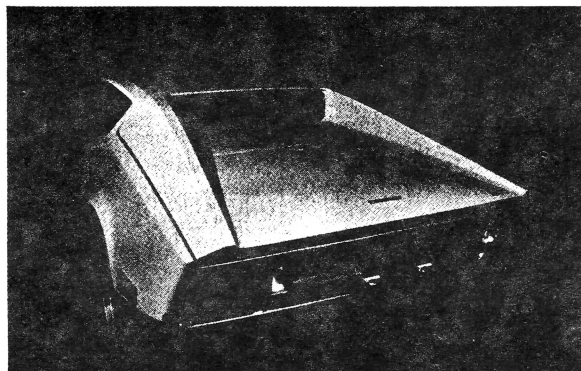
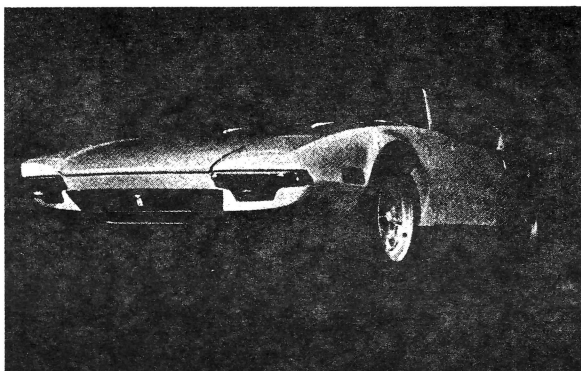
SPECIFICATIONS—DE TOMASO 351

Engine.... Ford "Cleveland"	Goodyear radials, 185/70-
V-8, ohv	15 front, 215/70-15 rear
Bore x stroke, mm. 102.0 x 89.0	Front suspension: unequal-
Equivalent in... 4.00 x 3.50	length A-arms, coil springs,
Displacement, cc/cu in	tube shocks, anti-roll bar
5763/351	Rear suspension: lower A-
Bhp @ rpm... "Tanti cavalli"	arms, upper transverse links,
@ 6000	coil springs, tube shocks,
Clutch. 11.0-in single dry plate	anti-roll bar
Transmission..... ZF 5-sp	Frame.... monocoque in unit
all-synchro	with body
Final drive ratio..... 4.22:1	Curb weight, lb..... 2800
Brakes..... power-assisted	Distribution, f/r, percent
ventilated disc, 11.1-in dia	42/58
front, 11.2-in rear	Wheelbase, in..... 98.4
Swept area, sq in..... 464	Track, front/rear... 57.0/58.0
Wheels..... Campagnolo	Length..... 167.0
magnesium, 15 x 7 front,	Width..... 67.0
15 x 8½ rear	Height..... 43.4
Tires.... Dunlop, Michelin or	Maximum speed, mph.... 159

ing the F1 all in one week! Then there's that pretty front-engined 2+2 sitting there and did I hear him talking about a *dodici cilindri*? I think he's going to have the last laugh on all those guys who have been saying for years, "Oh yes, De Tomaso—lots of ideas but never finishes anything, you know."

Best regards,

Pete



SHELBY SCENE

Sunday, April 25th, the Motor City Region hosted a swap meet at Stark Hickey Ford in Royal Oak. Over 400 people paid to look and buy from the 28 vendors that had set up shop.

If you needed it, it was probably there. Jeff Burgy was selling model kits, Pantera parts and Shelby parts. Clay Stroup was selling parts too. How about some non-Ford Carroll Shelby wheels? Greg Koss was also on hand with Tiger parts. Word has it someone was offering some original '65 Shelby bullet mirrors for sale.

Cars on display: Rick Shoenherr's red 289 Cobra (he owns Stark Hickey), Dean Gilbert's blue 427 Cobra (the one MPC used to make their model kit) and a yellow ERA Cobra replicar, with a...Chevy engine. Lots of Mustangs and Shelbys were in the parking areas.

We would like to thank John Guyer, Lee Swonder and Mark Corich for their time and hard work in setting up and running this event.

TECHNICAL TIPS

by Johno Norian

"HOW TO RESTORE YOUR ORIGINAL FORD INTERIOR TO LOOK JUST LIKE NEW"

Many Mustang and Shelby owners have one thing in common: Dull and worn out interiors!! Many of us try to search at flea markets, restoration shops and the like for door panels, dash pads and garnish moldings, but the best ones available usually seem to be red, green or blue, never black or tan or white.

Well in the past couple of years, vinyl paints have been improved to adhere to any type of vinyl, plastic or leather surfaces.

Vinyl Industrial Paint, 1401 Sycamore Street, Wyandotte, Michigan 48192 (telephone 313-284-3536) makes any color of vinyl & leather paint for Ford, GM and AMC products. He even matches odd colors too!! VIP is the manufacturer and prices are at wholesale. VIP also carries great vinyl and leather cleaner, lacquer thinner for gun application.

By following these steps even you can do it:

- #1 Remove trim piece from car.
- #2 Remove any article not to be painted.
- #3 Using VIP's Vinyl & leather cleaner, do each piece very carefully by taking time to clean all nooks and crannies because the cleaning job you do, the better your paint will adhere.
- #4 Mix pain for gun application.
- #5 Let trim pieces dry thoroughly.
- #6 Tape whatever you don't want painted on trim piece.
- #7 Wipe lightly (just enough to get the trim piece tacky) with lacquer thinner as this softens the vinyl & leather and will make the paint adhere better.
- #8 Spray your color & don't wait. Do it right away. Don't let that lacquer thinner dry!!
- #9 After letting the trim piece dry thoroughly, to check for good adhesion read the following: (1) take 3M brand boxing tape (the stuff that has the fiberglass strains in it); (2) using just the end, press the tape firmly (scrapes it with your thumb nail) on to a portion of the trim that does not show and pull quickly. If any large amounts of paint come off on the tape, re-apply some lacquer thinner to the trim piece & remove all the new paint back to the original color and repeat steps 3 - 8.

That's all there is to it. Now '68 owners with tan interiors (like Mark C's) can find the right trim pieces and just spray it.

P.S. I used this paint on my Vette and it really works.

CALENDAR OF EVENTS

FROM TIME TO TIME THE SHELBY-AMERICAN MOTOR CITY REGION RECEIVES NOTICES OF OUTSIDE ADDITIONAL AUTOMOTIVE EVENTS. AS SAAC-MCR HAS ITS OWN CALENDAR OF EVENTS, THESE ARE PROVIDED AS A SERVICE TO MEMBERS WHO MAY WISH TO ATTEND THEM INDIVIDUALLY ON THEIR OWN.

- | | | | |
|------|--------|------|---|
| June | 5,6, | 1982 | Annual Hertiage Fair, sponsored by the Museum Guild of Dearborn. |
| June | 13, | " | Ohio Mustang Expo '82 Car Show & Swap Meet, sponsored by the Hall of Fame Mustangers, Inc. at Canton, Ohio. Flyers are available at MCR general meeting. |
| June | 13, | " | Carnival of Cars Show & Swap Meet, Utica Ford Test Track, 22 1/2 Mile and Van Dyke. Forms are available at MCR general meeting. |
| June | 19, | " | Woodhaven City Fair Parade & Car Show, sponsored by City of Woodhaven. For information contact - Dale Rabe (days 8-4PM) (313) 322-4842 |
| June | 26, | " | Wheels of Freedom Car Show & Parade, sponsored by Richard P. Kughn. Forms are available at MCR general meeting. |
| June | 26,27, | " | 10th Annual Sloan Museum Summer Fair. For information contact the Alfred P. Sloan Museum at 1221 E. Pearsley Street, Flint, Michigan 48503 or telephone (313) 762-1170 |
| June | 27, | " | 5th Annual Northwest Ohio Regional, sponsored by the SAAC - Toledo Region, at the Northwood High School. Exit at the Woodville exit on I-280. For more information contact - Tony Nowak (419) 726 7622 |
| July | 10, | " | "Drive It To Dearborn '82" Car Show, sponsored by the Mustang Owners Club of Southeastern Michigan, at the Wayne County Fairgrounds, Belleville, Michigan (new location). |
| July | 23,24, | " | Detroit Street Machine Nationals, sponsored by the Chevelle Club of Michigan, USMA, and Truck & Custom Rodder magazine, at the Michigan State Fairgrounds, Detroit, Michigan. Forms are available at MCR general meeting. |

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

NON-COMMERCIAL ADVERTISING is free to all Shelby-American Motor City Region members on a no word limit basis.

COMMERCIAL DISPLAY AD RATES - Full Page - \$20. Half Page - \$15. Quarter Page - \$12. Eighth Page - \$8.

SEE FOR YOUR INFORMATION PAGE FOR PUBLISHING DEADLINES...

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 trans-
verse mounted system. Front left
and right mufflers.

CARS 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

PARTS WANTED:

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

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

(4) "Bullet" wheel caps for 14 inch
Magnum 500 Shelby Rims. Contact -
Andy Korol (313) 464-0797

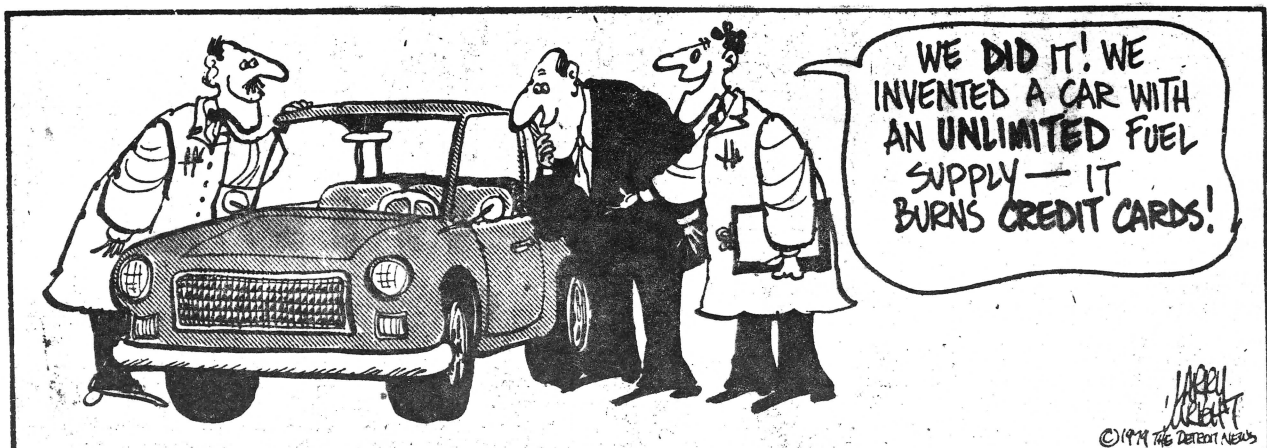
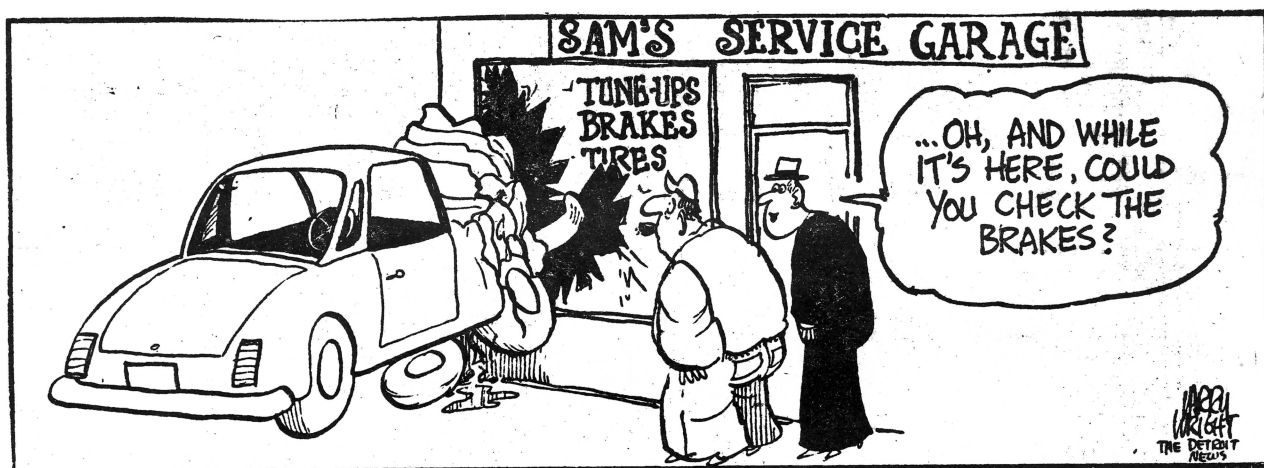
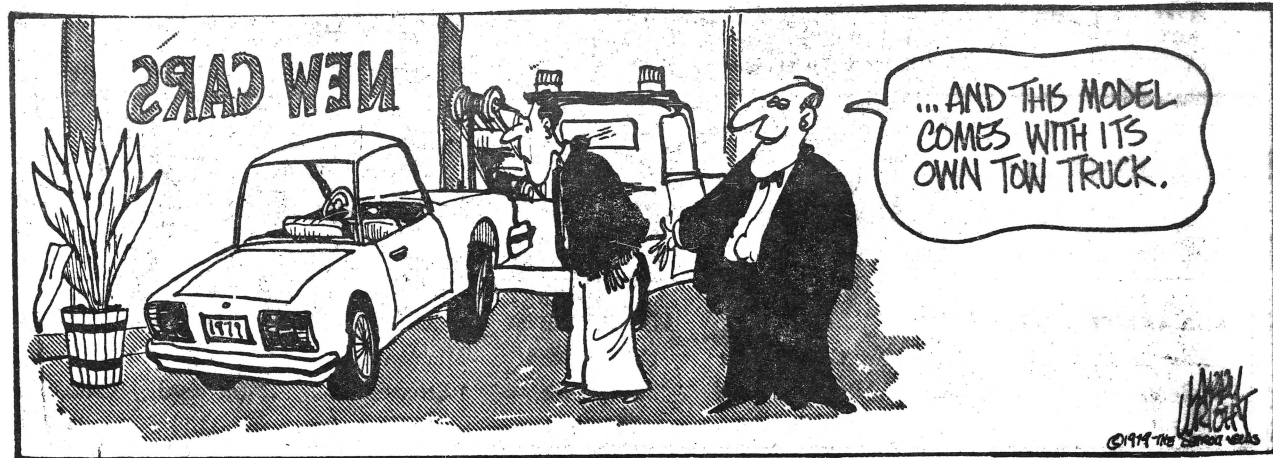
STOLEN MUSTANG

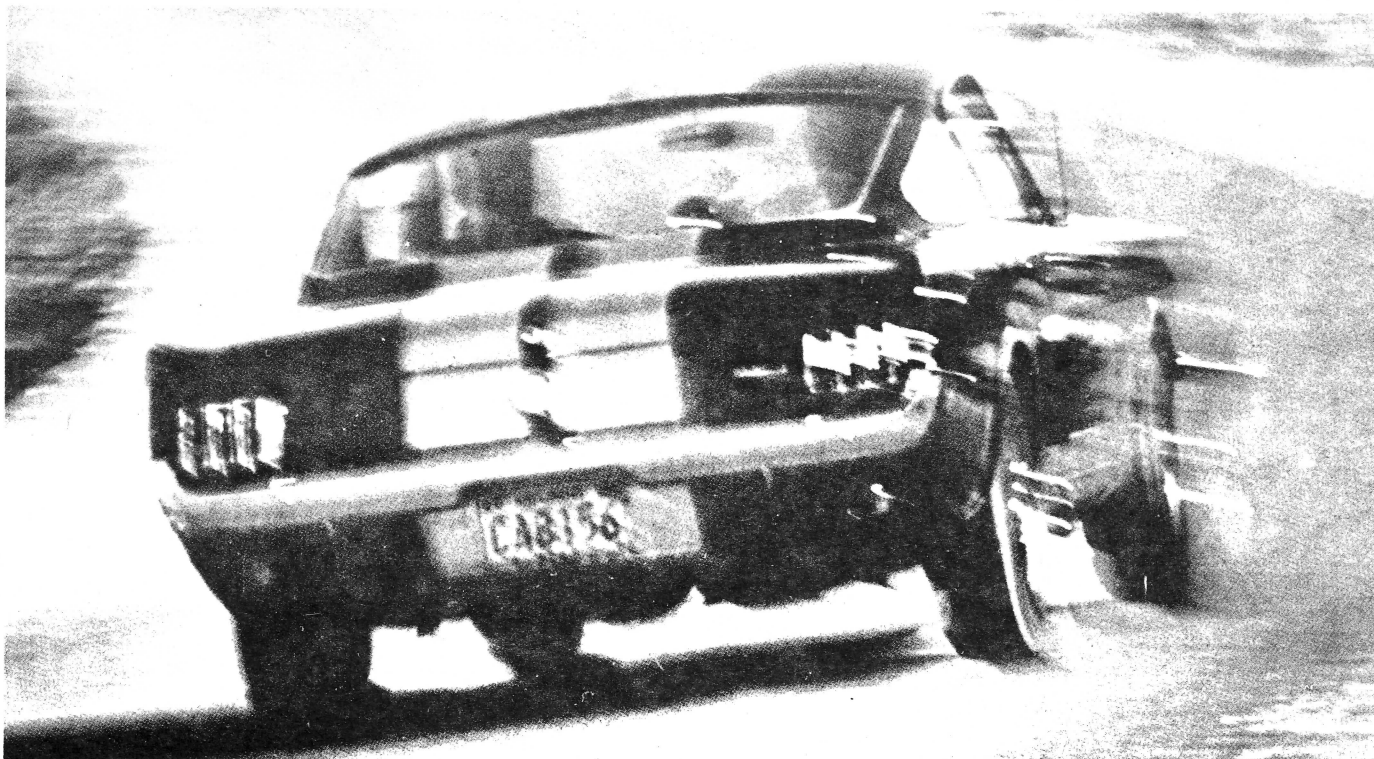
1969 Mustang Mach I VIN #9F02H198414
Red with blacked out side scoops, black
window trim & hood scoop, 351-2V, slot-
ted cast wheels-15x10 rear, no Mach I
tape stripes, power brakes, power
steering, non fold-down rear seat,
front spoiler, rear spoiler, window
slats, small steering wheel, headers
with 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 (313) 775-0030 or 774-1893

CARTOONS





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