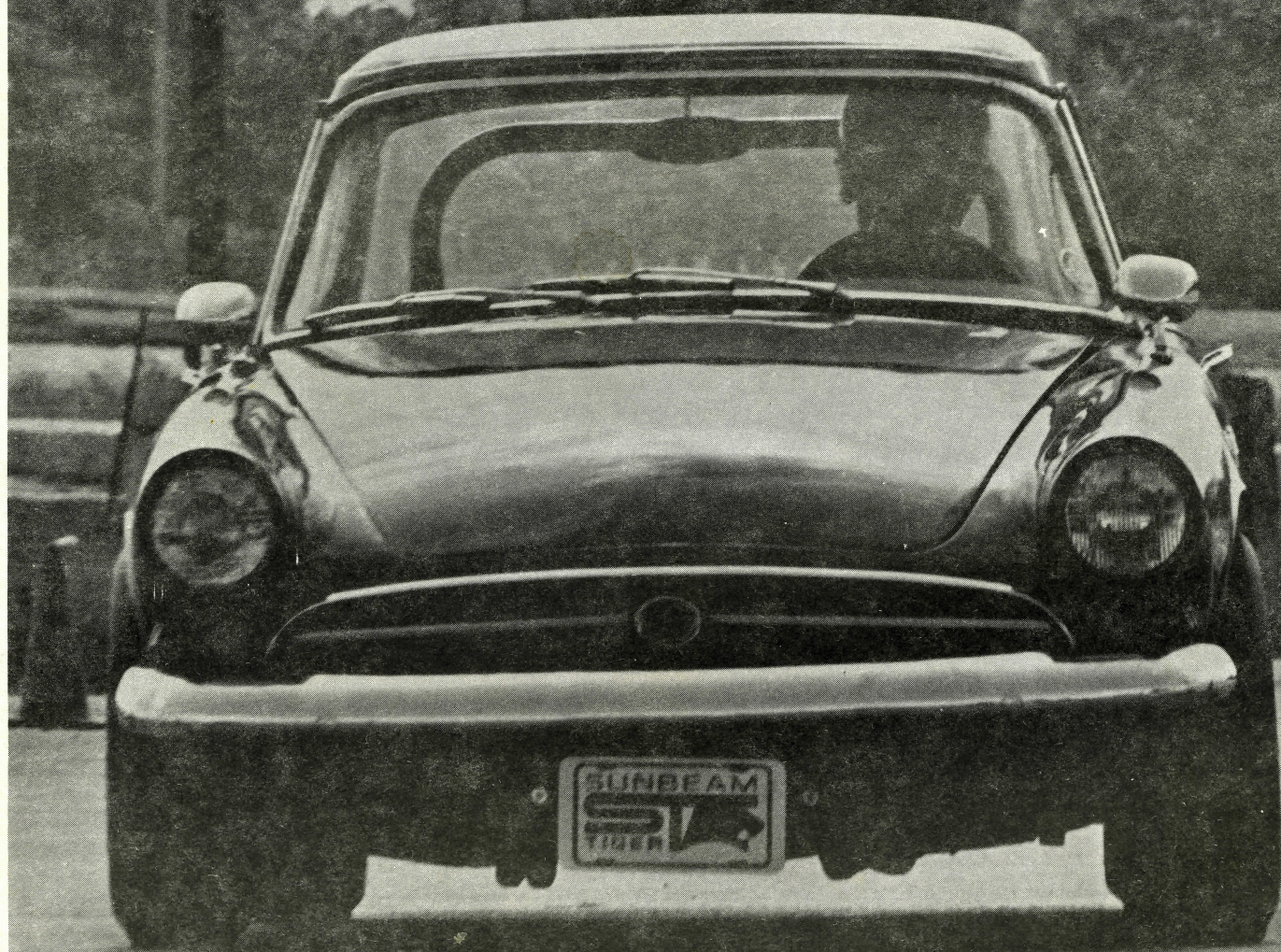




SHELBY LIFE

Official Publication of
the Motor City Region



FOR YOUR INFORMATION...

THE SHELBY-AMERICAN AUTOMOBILE CLUB---MOTOR CITY REGION

P.O. BOX 4008 DEARBORN ,MICHIGAN 48126

DIRECTORS M.C.R.

Mark Corich 565-8628
Johno Norian 671-7438
Dale Rabe 573-8751
Rich Tweedle 791-0279
Mike Leslie

SAAC DISTRICT REP COORDINATOR

Steve Yates
Rt. 1 Box 377
Nashville ,Ind. 47448
(812) 988-7146

MONTHLY MEETINGS

First Tuesday each month-7 pm
Henry Ford Centenial Library
Room 111
16301 Michigan Ave.
Dearborn ,Mich. 48126

SAAC MICHIGAN REPS

John C. Guyer (313) 398-7462
Ron Mack (616) 846-4139

"SHELBY LIFE" is published by the Shelby-American Automobile Club-Motor City Region.

Letters written to the "SHELBY LIFE" are printed for information only. The contents are not verified but are based on the experiance or opinions of the members.

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.

PUBLISHING DEADLINE

All articles,photographs,display ads and classified ads are due the tenth of the month preceding publication of the next issue. All items should be sent to:

1335 Franklin Berkley ,Michigan 48072

CONTRIBUTIONS

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

MEMBERSHIP DUES

12.50 for one year. Renewal must be made thirty days prior to expiration.

EDITORIAL COMMENTS

by JOHN GUYER

BERKLEY, MICHIGAN.

As your new editor my first official act is to say Thank You to Grant Martin for the work he has done the Shelby-American Automobile Club-MCR.

During the transfer of material and information from Grant's residence to my own I received a call from Mr. Martin twenty minutes after our scheduled meeting time.

"Shelby's in trouble and needs your help!" He gave me an address about a mile away. I was skeptical but of course I went.

Well "Shelby" turned out to be a lovely young lady named Shelby Lyn Napier who was having electrical problems with her Torino.

Grant-gentleman that he is told her 'no problem' called me and calmly reassured her the whole time I was cleaning and re-connecting electrical connections. After the vehicle was restarted she thanked me and Grant gallantly made sure she reached home safely. leaving me there with my dirty hands. Nothing like helping a damsel in distress-Thanks alot Grant.

Anyone wishing to contribute to this publication may write to: John Guyer 1335 Franklin Berkley, Mich.. 48072

Your Mailing Label now includes the month that your membership expires. By a vote of the members at the monthly meeting, the dues have been increased to \$12.50 per year. Membership renewals may be sent to: SAAC-Motor City Region P.O. Box 4008 Dearborn, Mich. 48126

Please include any changes from original application. Such as Address, Phone, Spouse, Car(s) and/or its condition.



MEETING MINUTES

by Dale Rabe

DEARBORN, MICHIGAN.

4/1/82

Upcoming events discussed:

SHOW&GO VII

Carnival of Cars; June 13

Woodhaven Parade June 19

Mustang Car Show/Swap meet; Belleville, Mich. July 9&10

5/6/82

19 Members, 2 Guests

Upcoming events discussed;

SHOW&GO VII

Woodhaven Parade

Museum Guild of Dearborn's request for our participation in the annual Heritage.

MOVIE: "JOHNATHAN WINTERS UNDER GLASS"

SHOP TALK-CARLITE DIVISION OF FORD MOTOR COMPANY circa 1963

6/3/82

17 Members

Lee Swonder gave results of SHOW&GO VII:

120 Cars 1,000 spectators Bottom line \$1,500 net.

Comments from floor for improving SHOW&GO:

Signs to be placed in Fairlane Towne Centre and on Southfield Freeway to make it easier to find and attract more spectators. Because SAAC VIII will be in Dearborn in 83 The Motor City Region should not have a large meet, instead we should have a smaller one late in the summer.

Grant Martin Discussed the cost of the newsletter:

To have the newsletter remain the same size the dues would have to be raised to \$12.50. The majority of the members in attendance wanted to raise the dues rather than have the newsletter reduced.

To reduce the mailing costs members attending will be given a copy at the monthly meetings rather than mailing them.

Advertisers should be solicited.

6/3/86 cont.

Kurt Waggener annouced :

The Club has acquired approximately 40 Shelby/Mustang/Cobra/Sunbeam related catalogs that can be used by the members. They can be obtained at the monthly meetingsto be returned at the next monthly meeting. three catalogs per member only.

8/5/82

The five nominees for the Board of Directors were voted for.

Mark Corich, Mike Leslie, Johno Norian, Dale Rabe, and Rich Tweedle. With Paul Rebman and Lee Swonder as alternates. John Guyer will be our new editor.

Lee Swonder will continue as Tresurer/Membership Chairman.

A new system for notifying members of renewal is in the works.

Awards are to be given to the SHOW&GO VII workers:

Curt Bowdle	Jim Seisser	Johno Norian
Gary Brudna	Clay Stroup	Linda Orr
George Corich	Lee Swonder	Dale Rabe
Mark Corich	Sandy Swonder	Pam Waggener
Eugene Esch	Conrad Trapp	Don Webb
Tom Greene	Richard Tweedle	
Greg Koss	Kurt Waggener	

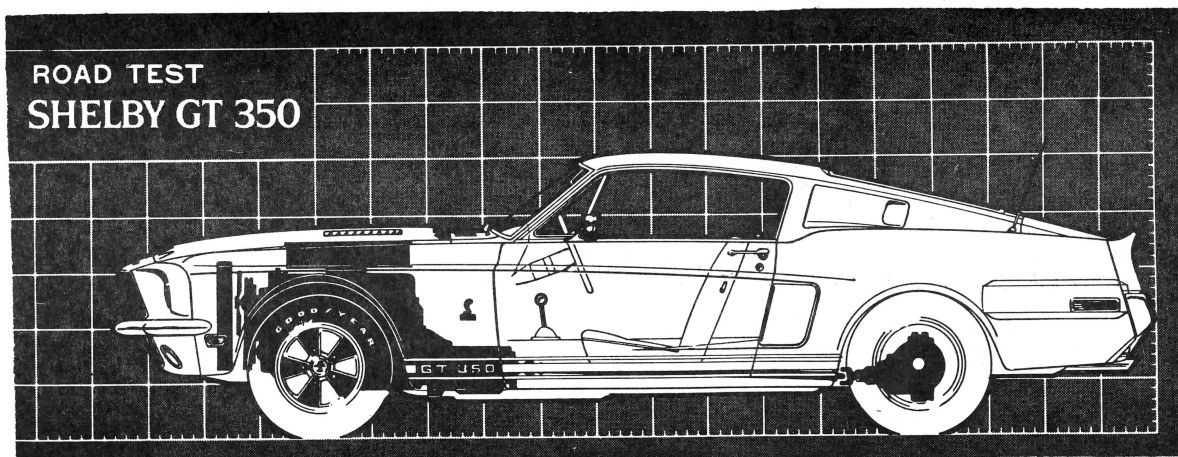
Upcoming events discussed:

SAAC 7 Aug 12-14 Super Ford- dearborn Aug 19-21

Paw Paw wine tour Aug 29th AUTORAMA Jan. 83

MOVIE: "ACCEL PRODUCTS" featuring Boss 429

Compliments of John Vermeersch of TOTAL PERFORMANCE



TECHNICAL TIPS

by **CLAY STROUP**

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

(Part 2 of a 3 Part Series)

In part 1, I explained the procedure for taking your Shelby, Boss, or Mustang apart for sandblasting. Before we get into the actual sandblasting of the car, we inspect the front suspension components. The upper control arms are the first thing to be inspected. If they were "squeaky" before you took your car apart, chances are the end knuckles are wore and are becoming elongated. TRW and Moog both make upper control arm bushing kits (cost approx. \$20). The upper ball joints should also feel good and firm. If not, they should also be replaced (cost approx. \$20). If you want to take the easy way out, go to your friendly Ford dealer (one that gives 25% off) and order a complete upper control arm (cost approx. \$40-\$45 apiece). If your old one is still good, at least put grease fittings on it (on new ones too). Next to check is your lower control arm ball joints. If it is worn, throw it away and get a whole new lower control arm (approx. \$28 through Fords at 25% off list price). If your old ones are good, make sure they have grease fittings. Next to check are tie rod ends and idler arm. Idler arms are notorious for going bad and should be checked closely. (cost is approx. \$20-\$25 for idler arms, less for tie rod ends). If you own a 65 or 66 Shelby, be careful to get the longer idler arm (I've never had to buy a 65 or 66 Shelby idler arm, but I'd guess they cost more). As far as the sway bar bushings and the strut rod bushings go, trash them unless they are perfect. You can replace sway arm to frame-bushings (2), sway bar to lower control arm bushing kits(2), and strut rod bushings (2) for less than \$25 through your Ford dealer. It is one of the cheapest ways I know of to tighten a front end up. As far as shock absorbers go, I'll leave that up to you as you should know how they felt on the car.

Next to inspect is the front brake assemblies. If you want to sandblast them you have to be careful. I take them completely apart: spindles, backing plates, rotors, calipers. I tape the tapered shafts on which the bearings ride carefully and sandblast the spindles. Caution: tape them good and blast lightly as you could ruin the shaft the bearings ride on. You can blast the backing plates without damaging anything. I blast the rotors as it cleans the ventilated portion out nicely. You must tape the bearing races up or you could damage them also. For now let your bearings soak in gas if you plan on reusing them. As far as the calipers go, you have two options clean up the old ones and rebuild them or buy new or rebuilt

TECHNICAL TIPS (continued from previous page...)

ones (approx. \$35 apiece for rebuilt, alot more for 65-66 4 piston models). I have bead blasted (less pressure than sand blasting) calipers after taping up the piston bores and rebuilt them successfully for under \$10 (my pistons were good). As a final word: be extremely careful when sandblasting any brake components.

Now that you know what has to be sandblasted on your suspension and what has to be replaced, it's time to get down to the actual sandblasting. To be perfectly honest and to save you alot of trouble, forget about \$40 Sears & Roebuck sandblasters and any air compressor under 5 hp. They just won't cut it. There are two different setups you can use: 1) If you have a electric compressor of at least 5 hp. with two stages and a portable pressureized sandblaster (the type that costs between \$250 and \$500) or; 2) Rent a commercial unit. These are the compressors that the construction crews use. You also rent a big (approx. 300-400 lbs. heavy) commercial sandblaster. You'll need a truck to haul this setup around. If you have a rust free car without very much undercoating method 1 works well, but if you have a rust bucket or a heavily undercoated car method 2 works best. Just like theres no substitute for cubic inches, theres no substitute for big professional equipment to get the job done quickly. I prefer to rent the commercial setup (approx. \$100-\$150 a day for both units) as I can do all the sandblasting for one car in less than six hours. We also have done it by method 1 in our own shop and it will take 2 to 3 times longer that method 2 does. It all depends on the facilities and the equipment you have available.

When you get ready to sandblast find a spot where it won't matter if you get sand all over. It is very messy. I wouldn't recommend using method 2 in your garage, or method 1 unless you cover everything up or move it all out. I usuallydo it in our shops driveway, as you can scoop the sand up and use it over (after screening the dirt out with a piece of window screen). When you do get ready to blast make sure there is no chance of rain as bare metal rusts quickly. You should buy about 20 bags of fine silica sand (approx. \$3-\$4 a bag from your local masonry supply). One final thing I forgot to mention earlier, if you don't already have easy access to a sandblasting setup, don't forget to rent a sandblasting hood to cover your head and neck area. You should also have about 6 to 8 extra replacement glasses for the hood. You will also need to wear a pair of heavy coveralls and heavy leather gloves.

Now that you are ready to start sandblasting, its time to cover the exterior body of your car that isn't going to be blasted. I start by robbing all the old blankets I can get. Triple fold them and tape them (using 2 inch wide tape) along the following areas that won't be sandblasted: rocker panels, lower exterior trunk lip - below taillights, cowl area in front of doors, upper cowl area in front of windshield. In general

TECHNICAL TIPS (continued from previous page...)

every edge of exterior body that meets area that is going to be sandblasted. After you have this done, cover the entire exterior body with a double layer of visqueen (clear plastic sheeting). Double or triple tape all these edges for added safety. Also, don't tape these areas a week ahead of time as the tape gets very hard to take off the longer it sits. You should also plug and tape any holes from the engine compartment leading into the interior. Don't be afraid to overtape, as there is no such thing as far as I'm concerned.

Now that you are ready to start, roll the car to the area where you plan on blasting. I lower the front end of the car with the floor jack as far as it will go and blast the engine compartment first. Then I blast the outside of the engine compartment. After I have gotten all the areas I can with the front end down low, I lift the front end up as far as I can. I usually sit a 55 gallon drum under the front end with a 2 by 4 running crossways through the two slots where the lower control arms mount. Don't forget to block the rear wheels for safety. Once the front end is up in the air, I blast all the spots I missed in the engine compartment because of the angle I was at before. You should be able to have this whole front section done in less than 1½ hours with the big compressor, more hours with the smaller setup.

Once the front end is done, blast as much of the underbelly as you can with the front end in the air. Once you've done all you can, lower the front end to the ground and get the rear end up as far as you can. I place a 55 gallon drum (with one end cut out) under the center of the rear end housing. Now you must lay on your back and do the rest of the underside of your car. You should remove the rear wheels to get a better shot at different angles of the rear end at this time. The wheel houses can be done at this time also. CAUTION: BE CAREFUL WHEN DOING WHEELHOUSES- as it is easy to slip and hit the exterior sheet metal which will warp if hit hard by sand blasting. (Fenders, doors, quarterpanels, hoods, etc.) should never be sandblasted if they are good. If they are rusted out you can sandblast the rust out up to the solid edges.

Now that the underbelly and the rear end area are done (the hardest part) you can spread out all the loose pieces yet to be sandblasted and do them. Once they are done, disconnect the blaster and blow as much sand as you can out of the various nooks and crannies on your car that were blasted. Torque boxes and front frame rails are usually full of sand by now. Keep blowing back and forth amongst these holes until you are sure you have it all out. (Remember this sand could possibly be blown out onto wet paint by the spray gun later). Now you can take the blaster and the compressor back to wherever you got them, as you are now done with the dirtiest day or two of your life! When I get done with this step I usually cool off with about a twelve pack of brew- you may want to too!

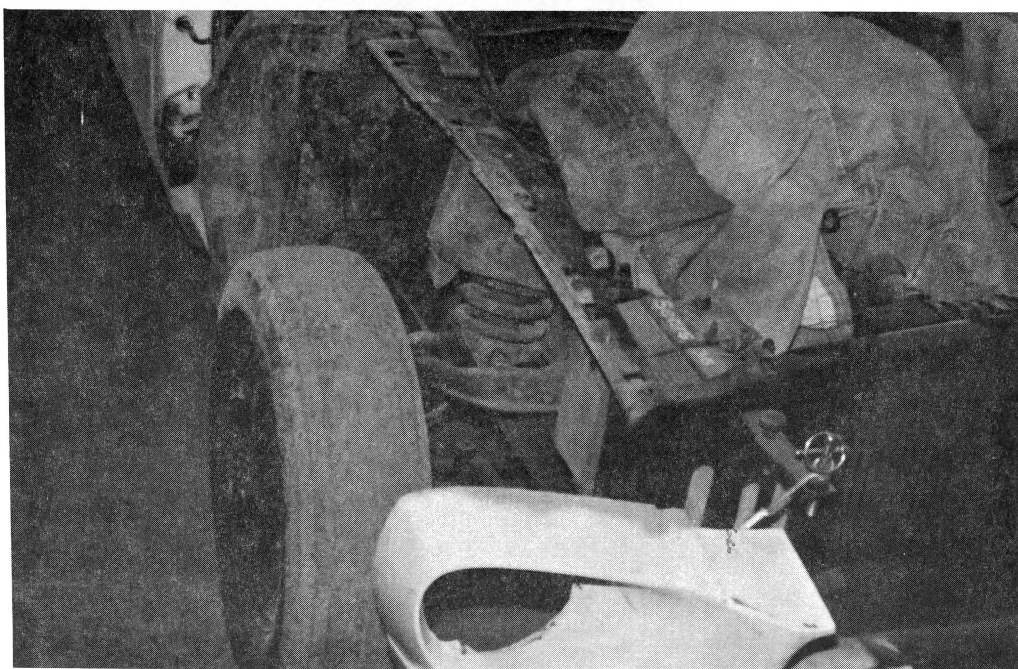
TECHNICAL TIPS (continued from previous page...)

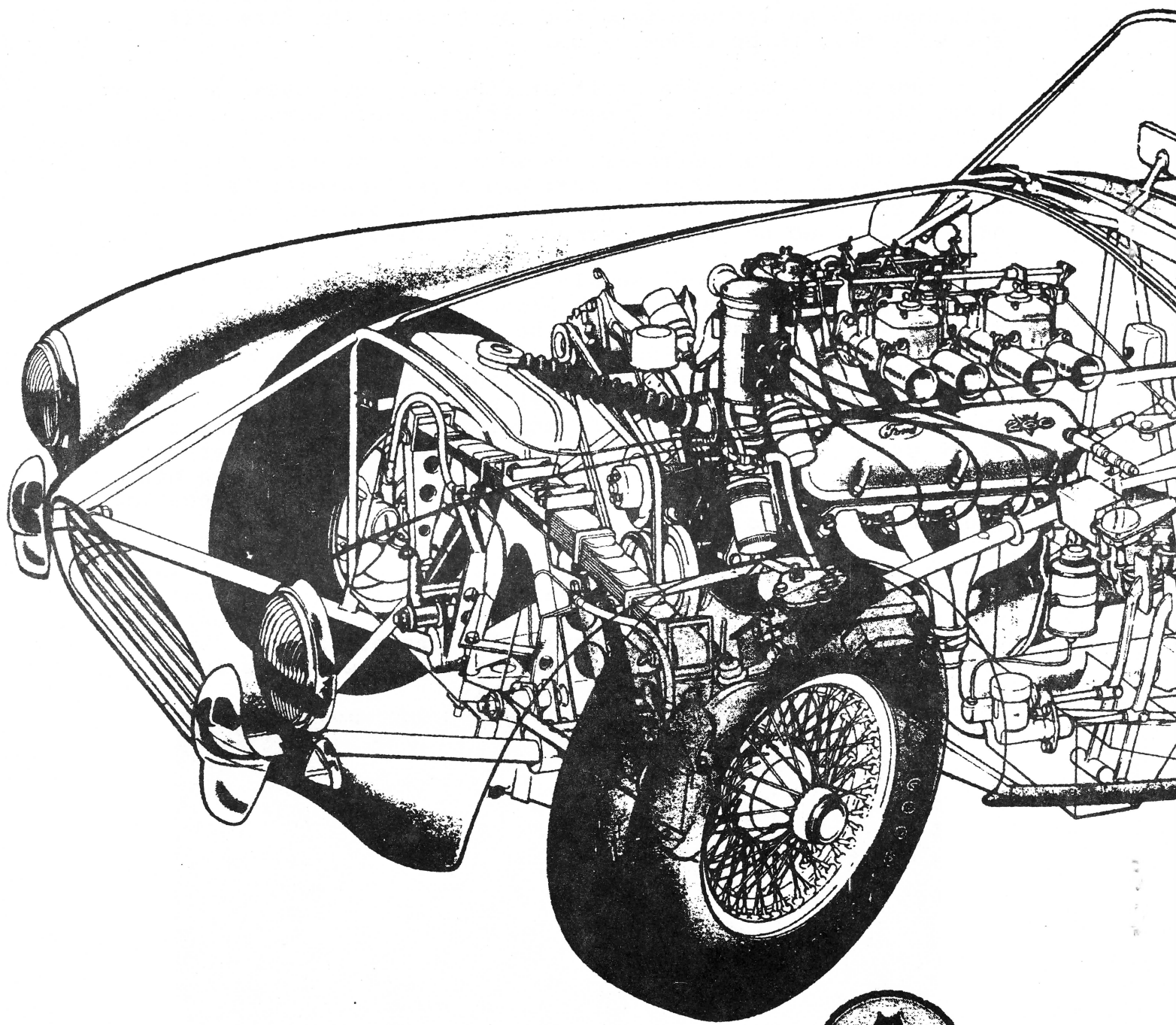
Now that you have everything blasted and blown out, take the plastic sheeting, blankets, and all the tape off your car. You shouldn't have any sand or dust on your exterior body if you did a good job taping things up. Invariably some sand will have found its way into the car through the fire wall and will have to be vacuumed up.

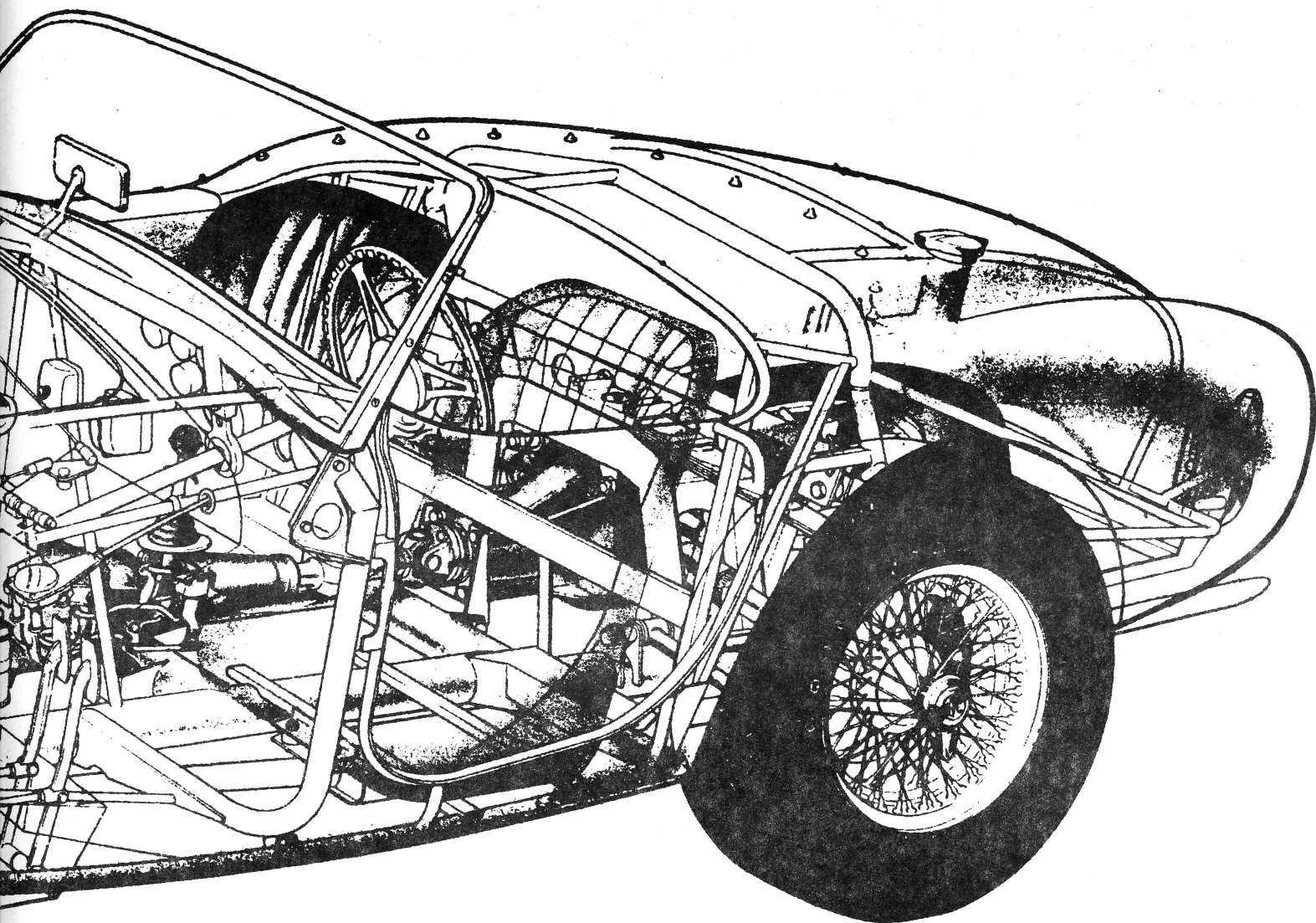
Now you're ready to start priming the bare metal or you're ready to repair rusted out panels (floor pans, torque boxes, inner rockers on convertibles, rear trunk pans, etc.). If you have to repair the underbelly of your car, you should seek out a good body shop or if it's real bad a professional frame shop. Bondo will not put strength back into a unibody. This step is left up to your judgement and budget.

If you have no rust repair to do, your next step is to metalprep the bare metal to be primed. Metalprep (found at autobody stores) is a chemical that neutralizes any unseen surface rust in preparation for primer. Follow the directions carefully. Once the car is metalpreped, mask off the areas you don't want primer on and start priming. I usually put two medium coats on instead of one thick coat, allowing it to flash dry between coats. Step 2 is finished once everything is in primer. Don't prime anything that was originally a natural metal finish that you want to leave original in appearance (hood hinges, disc brake rotors, etc.).

Cost of step 2 is approximately: (\$60 to \$200 for 1) sand and 2) sandblaster and compressor if you have to rent one) plus (\$20 to \$300 for front suspension) plus (\$50 for tape, visqueen, primer and metal prep). The project is now 70% done. We will finish the project next month with the fun part (painting) and the final assembly.







SHELBY AC COBRA

SHOW&GO VII Rich Tweedle



DEARBORN, MICHIGAN.

On Memorial Day weekend SAAC-MCR held it's annual MOTOR CITY SHOW & GO:

SAT: A picnic was held at Ford Field. Dale Rabe organized some games, for the adults a creeper slalom, a spark plug change and an oil change race (using 10W-40 water). The younger kids enjoyed a sparkplug hunt.

SUN: Show day. Location was the AAA Headquarters. The day dawned heavily overcast, with a chance of rain. We still had a very good turnout of cars. Two 289 Cobras, many Panteras, Shelbys, Bosses, Mustangs, Capris, Cougars, Big Fords, Fairlanes, Torinos, Comets, And a Bricklin.

A lot of spectators came to see the best of Ford Motor Co. and to go through the good-sized swap area.

MON: Was supposed to be "GO" day. Unfortunately, F.I.A.S.C.O. the club trying to rent Waterford Hills Race Track, could not get permission from the local government to run the event on a week day even though it was a national holiday. Those still willing or wanting to run thier cars were directed to try the SCCA

SHOW & GO VII Cont.

meet at the GM proving grounds in Milford.

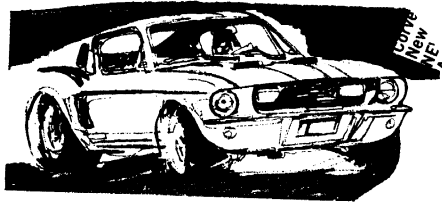
We would like to thank the volunteers that helped during the weekend. Without you, it would not have happened.



SHOW & GO VII

SHOW Winners

AC COBRA:	FIRST PLACE:	Steve Wolfe; Red 63 Cobra #102
65-66 SHELBY	FIRST PLACE:	Lee Swonder; White 65 Shelby #45
67 SHELBY	FIRST PLACE:	Gary Brudna; Blue 67 Shelby #51
68 SHELBY	FIRST PLACE:	John Kachigian; Green GT 500KR #24
	SECOND PLACE:	Tony Nowak; White GT 500 #48
69-70 SHELBY	FIRST PLACE:	John Kachigian; Turquoise GT 350 #25
68-70 CONVERT.	FIRST PLACE:	Bill Frederick; Red 70 GT 500 #14
	SECOND PLACE:	Clay Stroup; Red 68 GT 350 #111
PANTERA PRE-L	FIRST PLACE:	Jeff Burgy; Red 72 Pantera #62
PANTERA L	FIRST PLACE:	Pete Lentini; White 74 L-Model #105
	SECOND PLACE:	John Ohrt; Red 72 Pantera #6
65-66 MUSTANG		
COUPE	FIRST PLACE:	Joe Errante; Red 65 #47
FASTBACK	FIRST PLACE:	Richard Jones; 65 black #108
CONVERT.	FIRST PLACE:	Richard Halseth; 65 #10
67-68 MUSTANG	FIRST PLACE:	David Brudna; 67 Red #85
69-70 MUSTANG	FIRST PLACE:	Walter Berti; 70 Orange #16
	SECOND PLACE:	Terry Webb; 69 Red #107
71-73 MUSTANG	FIRST PLACE:	Bill Knoop; 73 Blue convert. #125
74-78 MUST. II	FIRST PLACE:	Dale Rabe; Silver King Cobra #78
69-72 BOSS	FIRST PLACE:	Bob Muse; 69 Maroon Boss 429 #37
71-78 CAPRI	FIRST PLACE:	Clay Dopke; 76 Silver Capri RS #52
60-82 FORD		
COMPACT	FIRST PLACE:	GREG Gifford; 63 Black Falcon #113
MIDSIZE	FIRST PLACE:	MIKE Brown; 65 Red Comet #41
	SECOND PLACE:	Paul Bensette; 69 white Cougar #40
SPECIAL INTEREST	FIRST:	John Vermeersch; 61 Orange Ford #104
	SECOND PLACE:	Tom Genova III; 75 Green Bricklin #83
<u>BEST IN SHOW:</u>		
GARY BRUDNA		67 GT 500 Midnight Blue #51



MEMBER OF THE MONTH

Kurt Waggener



VEHICLE: 1967 GT 500 Shelby Mustang
OWNER: Gary Brudna-Garden City, Michigan.

Gary Brudna has been a member of the SAAC National Club since 1975 and the Motor City Region since it was formed. His mid-night blue 1967 GT 500 can only be described as immaculate.

He has won a trophy in every show it has been in. The trophies include; 1st in class at the National SAAC convention in Dearborn, 1st in class and Best in Show at SHOW&GO VI and VII, and 1st in class at last year's "Drive it to Dearborn".

The car is basically original as it came from the factory. It sports; Ten spoke wheels, 4-speed transmission, Koni shocks, headers, an oil cooler, Detroit Locker, all hoses are braided steel, and there is lots of chrome. It's Racked up 20,000 miles of which Gary has put on only 3,000. This was his first performance car and he has owned it for nine years. In addition to his Shelby he has a Red 66 Mustang Fastback which his wife, Debbie, drives daily.

The Shelby was purchased in 1971 for \$2,500. Gary was looking through some old newspapers and saw an ad for a 1967 Shelby. He wasn't exactly sure what it was but it sounded interesting so he

MEMBER OF THE MONTH cont.

called the owner and found it was still for sale. The previous owner used the car mostly for Drag Racing. The car had 17,000 hard miles on the odometer and 1/4" of Burgandy metal flake(14 different colors) painted on the exterior. It was rust-free and complete so he looked at it on Sunday and brought it home on Tuesday.

Gary drove the car the first summer he had it then put it into storage. His brother David finally convinced him three years later to begin work on it. Since that time the work has never stopped. Gary estimates that he has 10,000 hours of work in the car. In his own words "THE CAR will never be done, there is always something that can be improved."

The latest improvement was a complete paint job done last winter. Planned improvements are to detail the undercarriage to the "Max" and the ultimate to Gary would be to have the driveshaft and complete rear end chromed. If you have seen this car then you know Gary likes chrome. Rumor has it that when Gary finishes his car his favorite chrome shop is going out of business.

When he decided to rebuild his engine just prior to SAAC 5 in Dearborn he didn't have the car running until ten hours before the start of the show. There wasn't time to get the 'bugs' out so he towed the car to the Fairlane Towne Centre parking lot and drove it to the Hyatt. He envisioned breaking down in front of the hotel. Luckily the car ran like a champ.

Gary would like to acknowledge his wife, Debbie, his brother, David, and John Csey and Tony Rainero for their help on the car.

When asked what was the future for his Shelby, Gary responded that he plans to save it for his son Steven who's now 1-1/2 years old. Steven sure has something to look forward to 14 1/2 years from now. Gary says he would like to get another 67 Shelby and have a matched set, one for his son and one for Dad.



CALENDER OF EVENTS

September 19,1982 - Frankenmuth Tour Meet at Henry Ford Lib. 8am
September 26,1982 - Swap Meet/Car Display STARK HICKEY FORD-NORTH
550 N. Woodward Royal Oak, Michigan
For car display call Mike Leslie 833-0077
Swap info Rich Tweedle 791-0279 or
John Guyer 398-7462

October 17,1982 - Cider Mill Colour Tour
October 30,1982 - Halloween party
November 20,1982 - Technical & literature Swap Session
December 11,1982 - SAAC-MCR Christmas Party

TREASURER'S REPORT

by Lee Swonder

CASH RECEIPTS AND DISBURSEMENTS
FOR THE PERIOD MAY 20,1982 THRU SEPT 1,1982

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

CASH RECEIPTS

SHOW&GO VII	\$ 2,363.76
MEMBERSHIP	200.00
INTEREST	14.75
<u>TOTAL CASH RECEIPTS</u>	<u>\$ 2,578.51</u>

CASH DISBURSEMENTS

SHOW&GO VII	
EXPENSES	\$ 1,956.78
Supplies	15.20
Printing	230.00
Advertising	166.92
Postage	106.56
Phone	5.57
<u>TOTAL CASH DISBURSEMENTS</u>	<u>\$ 2,481.03</u>
<u>CASH IN BANK - SEPT 1,1982</u>	<u>\$ 1,360.40</u>

CLASSIFIEDS

NON-COMMERCIAL ADVERTISING is free to members of SAAC-MCR

COMMERCIAL DISPLAY AD RATES -Full Page-\$10. Half Page- \$7.
Quarter Page-\$6. Eighth Page-\$5.

ALL ADS DUE BY THE TENTH OF THE MONTH.

FOR SALE: 1968 Shelby GT-350 Paxton Supercharged-Automatic
Lots of New Parts. Sell or trade for 68/69 Conv.
George Thompson-(313) 941-8884.

1973 351c 4V, small block C-6, 58,000 miles runs good,
complete assembly \$350. Clay Stroup 781-8759

WANTED:

Two Goodyear RADIAL GT tires GR 60 X 15 VG-NEW.
John Guyer (313) 398-7462

These local suppliers are offering discounts to SAAC- Motor City
Region members. Make sure you mention SAAC-MCR, and show your Region
membership card.

H.A.W.

Automotive Machining Inc.

20421 Van Born

Taylor, MI.

563-8311

10% discount labor/deals/parts 25% discount on parts

Ask for Harold

Alan Ford Inc.

1845 Telegraph

Bloomfield Hills, Mi.

335-4101

25% discount on parts

John Stoll-Parts Man

Midas Muffler

32601 Van Dyke

Warren, Mi.

939-7471

Custom Exhaust

Front End Work

Original Replacement

25% discount

Greg Csernai

939-7471

Bob Ford Inc.

14585 Michigan Ave.

Dearborn, Mi.

846-5000

25% discount on parts

Contact Parts Manager

Total Performance

Mt. Clemens, Mi.

468-FORD

Specializing in Mustangs, Sheldys,

Cobras and other Ford Products.

20% discount

John Vermeersch

Sunbeam Ltd.

Tiger parts & Services

8409 Fenkell

Detroit, Mi.

341-5394

Greg parts anytime

Service Sat. 10-6pm

Stark Hickey Ford-North

550 N. Woodward Ave.

Royal Oak, Mi.

548-4100

25% discount on parts

Ask for Tim in Parts

CARTOONS

JOHN DARLING By ARMSTRONG & BATIUK



JOHN DARLING By ARMSTRONG & BATIUK



JOHN DARLING By ARMSTRONG & BATIUK



Carroll Shelby has gone and done it!

Convertible types, rejoice! He's built Shelby COBRA GT performance, handling, style and safety into a Mustang

convertible complete with the best-looking roll

bar in the business. If you

don't flip your lid over this, you just don't flip (unless his Mustang-based Cobra GT 2 + 2 fastback gets to you).

□ Both styles are available in GT 350 or GT 500 versions. The GT 350 boasts 302 cubic inches of Ford V-8 performance with an optional Cobra supercharger for added zip. The GT 500 really delivers with your choice of two great V-8's . . . 428 cubic inches are standard. A new 427 engine is the ultimate performance option.

□ All the Le Mans-winning handling and safety features are better than ever for 1968. They're wrapped up in a fresh new luxury package. And the Mustang base means an exciting price. □ Any questions? Your Shelby Cobra dealer has some great answers!



Shelby COBRA GT 350/500

POWER BY FORD

