



SHELBY LIFE

Official Publication of
the Motor City Region



FOR YOUR INFORMATION...

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

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MONTHLY MEETINGS

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

SAAC MICHIGAN REPS

John C. Guyer (313) 398-7462
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"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 experience 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 original 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 C. GUYER

OCTOBER, 1982

Things are not going as planned, there has been a "Newsletter" to be printed since Labor Day But due to problems beyond our control that issue has been delayed.

I suppose most of you have read the Detroit News/Free Press of September 10, 1982 articles on Carroll Shelby becoming a "Consultant" for Chrysler Corp. Rather than state my own views at this time I would appreciate it if you could send me your opinions.

JOHN C. GUYER 1335 Franklin Berkley, Mich. 48072

TREASURER'S REPORT

by Lee Swonder

CASH RECEIPTS AND DISBURSEMENTS
FOR THE PERIOD SEPTEMBER 1, 1982 thru OCTOBER 1, 1982

CASH IN BANK SEPTEMBER 1, 1982-\$1,360.40

CASH RECEIPTS

SWAP MEET	\$ 570.00
MEMBERSHIPS	10.00
INTEREST	18.92
TOTAL	\$ 598.92

CASH DISBURSEMENTS

ADVERTISING	\$ 99.97
TOTAL	\$ 99.97

CASH IN BANK-OCTOBER 1, 1982

\$ 1,859.35

NEWS UPDATE

by JIM EVANS
from the Daily Tribune

"MOTOWN'S OWN ROARS INTO JAPANESE ROAD RACE"

Made in Japan.

Once that tag was a mark of derision.

It was a red badge to discourage the consumer, a psychological warning that whatever he or she was buying would most likely wind up prematurely in the gadget graveyard.

Times change.

Just ask Lee Iacocca. Or Phillip Caldwell. Or Roger Smith.

It is their turn to try to debunk the stigma of the tag. Only now, in the minds of many consumers, it reads Made in America. And it is affixed to domestic autos.

"WE WANT to show them what an American car can do," said George Kohs of the Marketing Corporation of America in Royal Oak.

"And we want to show them what American people can do."

"We" is a contingent of eight from MCA who are travelling to Japan with their race modified Ford Mustang.

"Them" is the entirety of the Japanese nation.

His brother, Gary, president of MCA, explains further.

"Given the state of affairs in Detroit, we feel a unique challenge to prove that our American Mustang is equal to the stiff challenge of the imports in their own backyard. Perhaps this has a touch of symbolism associated with it."

"It's the American tradition to answer the challenge and perhaps this is what the American car buying public is waiting for Detroit to do. We feel our Mustang answers the challenge."

KOHS AND COMPANY are taking the Mustang over to the Land of the Rising Sun to take on all comers in Japan's most prestigious road race, the World Endurance Championship, Oct. 2-3.

Of the 70 world-class racing machines that will be at the Fuji International Speedway, only the MCA car is a born and bred native

NEWS UPDATE (Continued from previous page...)

of the Motor City.

"Sure," said George, "There's a lot of pressure on us being the only American car. I can just hear the guys on the other racing teams looking at us and laughing about those crazy Americans."

The reason for the lack of red, white and blue know-how in road racing is simple. While U.S. car companies were ignoring the sport, their European and Japanese counterparts embraced and nurtured it.

THE MCA MUSTANG is powered by a 302-cubic inch engine. "While we could run a bigger engine, we feel it's important from a credibility and marketing point of view to campaign (race) the same car Ford offers the public." said Gary.

"Our 302 power plant parallels the production 5.0 liter Mustang presently on sale."

So the gauntlet has been thrown down. It'll be the domestic showroom in a land populated by Datsuns, Hondas and Mazdas.

The Fuji race runs six hours on a 2.7-mile asphalt track.

The GTO Class Mustang accepted the invitation from the Japan Motor Racing Center Corporation. While only in its first year of racing, it has finished every race it has entered and has been consistently the highest placed American car.

LIKE ANY other automobile, domestic or foreign, the Mustang's make up is typical. It's metal and fiberglass; gaskets and brackets.

Yet, in another sense, it is the product of flesh and blood.

"I haven't taken a day off since we found out we were racing in Japan," smiled George.

That was five weeks ago. He figures he's still married, although he's not so sure since he hasn't seen his wife much since then.

What he knows is that he and the other members of the MCA racing team are married to the car.

Conceived in clay, a victory might add to the rebirth of pride in this country's automobile industry.

"We definitely have a shot to win our class," opined George. "It would be fantastic if we won."

"How would I feel? I would feel very, very happy," he laughed. In racing, though, there is always that other possibility;

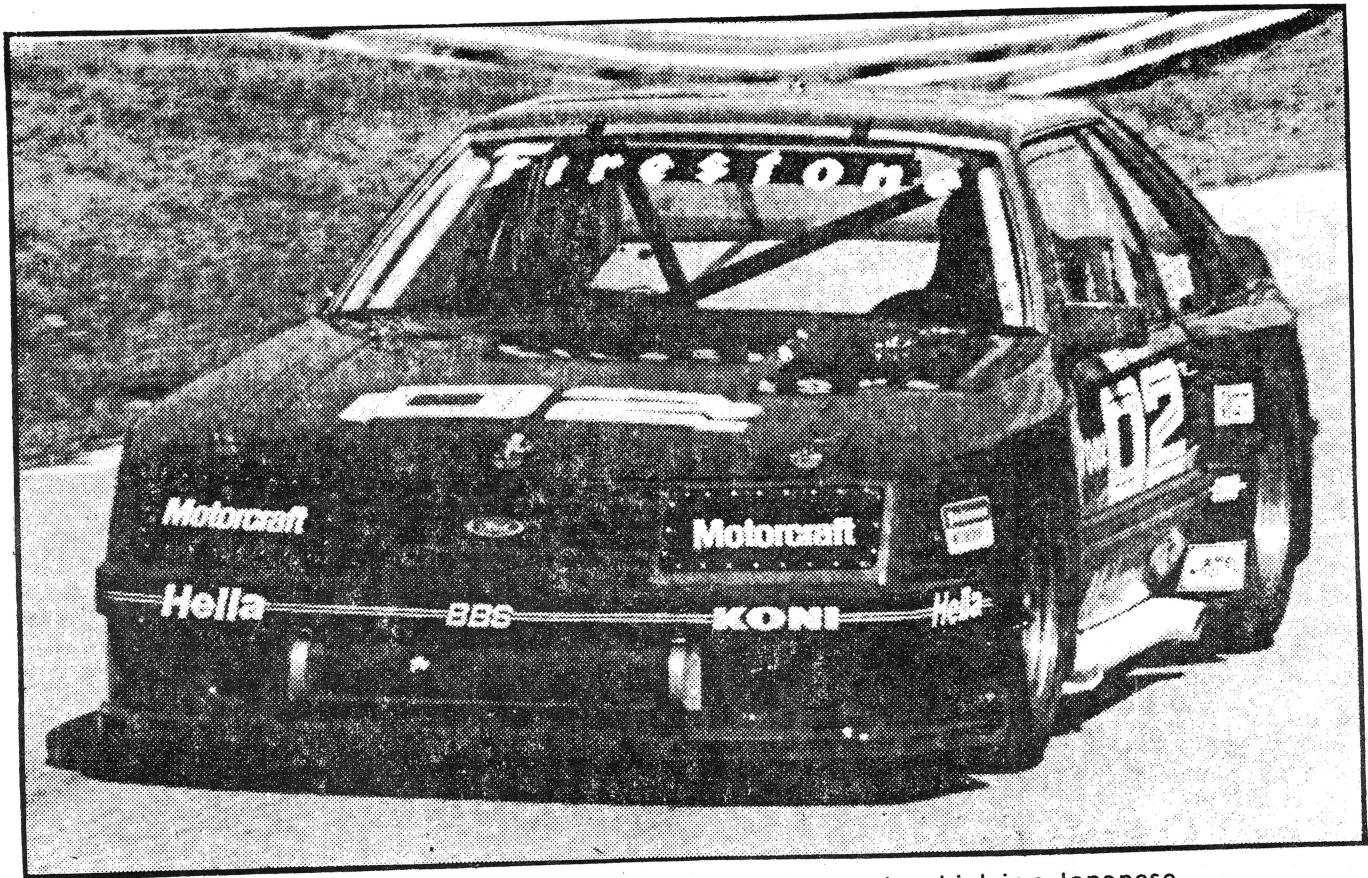
NEWS UPDATE (Continued from previous page...)

the constant haunting of an early and irreparable breakdown.

With the backdrop of national pride, it is a "devastating though."

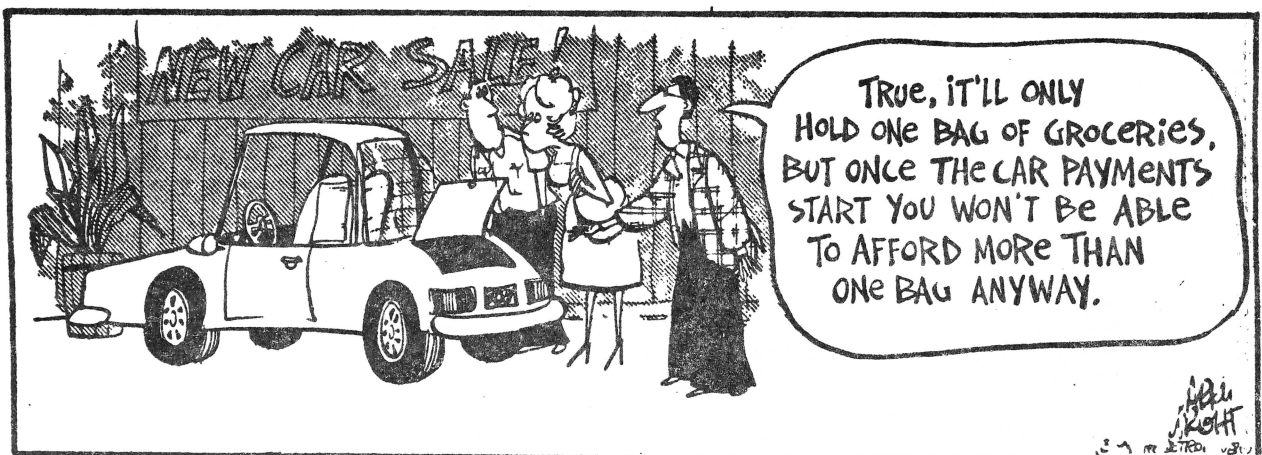
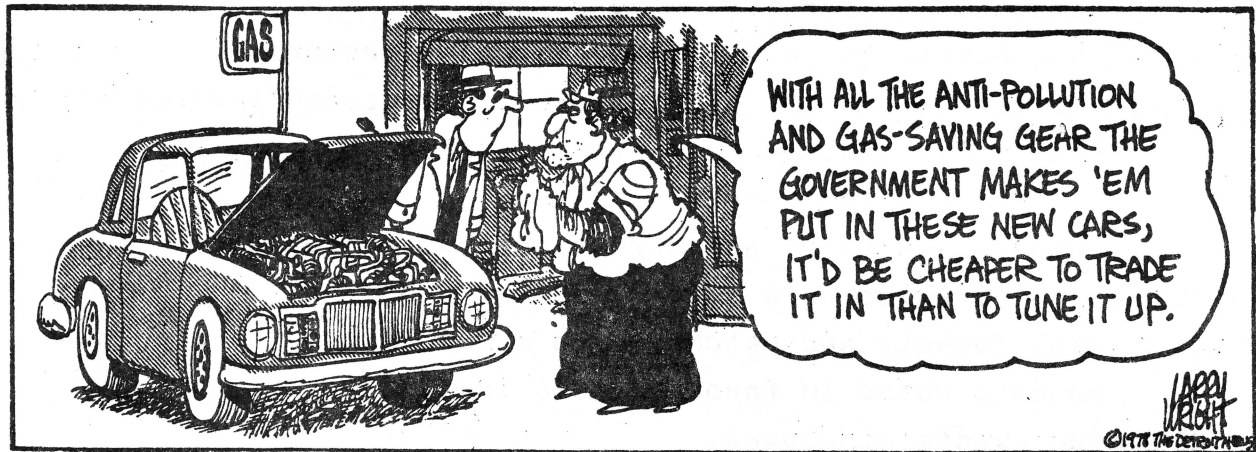
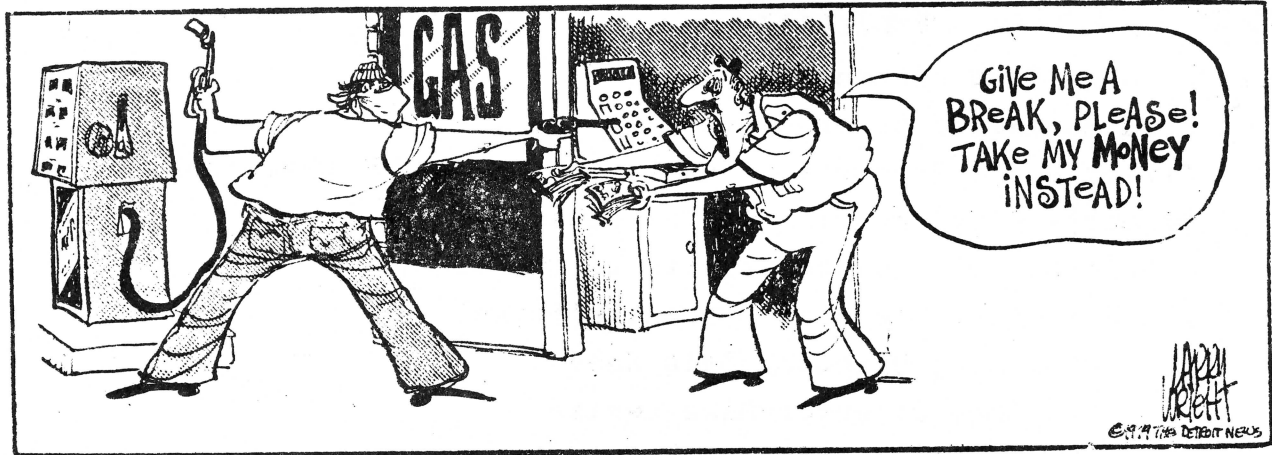
"It (a breakdown) hasn't happened to us yet. All we can do is hope it doesn't happen in Japan."

An entire industry will be hoping along with Kohs.



This Ford Mustang will be flying the American car colors high in a Japanese road race.

CARTOONS



MEETING MINUTES

by Dale Rabe

9/2/82 Henry Ford Centennial Library

Meeting called to order at 7:45 PM.

Movie: Hurst Products Presents Tournament of Champions.

August's Board Meeting was discussed.

1. Director's responsibility to the club.

2. Directors areas of responsibilities:

Operating Director-Dale Rabe

Car Show Director-Mike Leslie

Swap/Sell Director-Rich Tweedle

Social Director-Mark Corich

Competition Director-John Norian

3. John Norian to Be temporary Social Director.

4. Dale Rabe assigned to take care of Insurance/Incorporation.

Competition Director-John Norian Reported:

Fun Rally voted for by members.

Autocrosses to be attended rather than 'hosted'.

Operating Director-Dale Rabe Reported:

Club jackets and patches with a MCR logo to be produced.

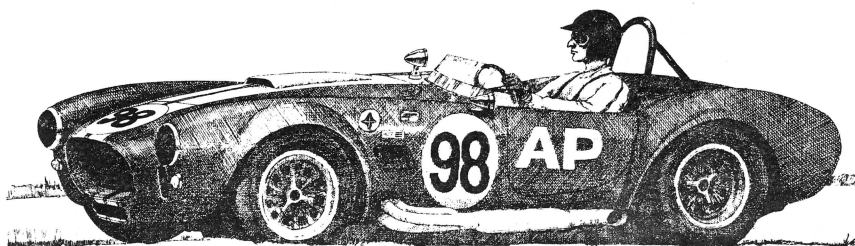
Members voted in favor of this idea.

Upcoming Events discussed.

Grant Martin supplied the members attending the meeting with some excellent posters. Thanks Grant!!!!

Awards given out in appreciation for assistance given at MCR Show & Go VII.

Meeting adjourned at 9:15pm.





MOTOR CITY REGION

Certificate of Appreciation

This certificate has been Awarded to

TOM GREENE, GREG KOSS, CLAY STROUP, BONNIE & CRAIG SHEFFERLY, JIM SEISSER,
LINDA ORR, GEORGE CORICH, CURT BOWDLE, DON WEBB, EUGENE ESCH*, GARY BRUDNA,
DAVID BRUDNA, RICHARD TWEEDLE, CONRAD TRAPP*, KURT WAGGENER*, PAM WAGGENER*,
SANDY SWONDER, JEFF BURG, STEVE & JOYCE YATES, JIM WICKS*, JOHN VERMEERSCH*,
JOHNO NORIAN, MARK CORICH, LEE SWONDER, and DALE RABE.

In appreciation of service

for

"SHOW AND GO VII"

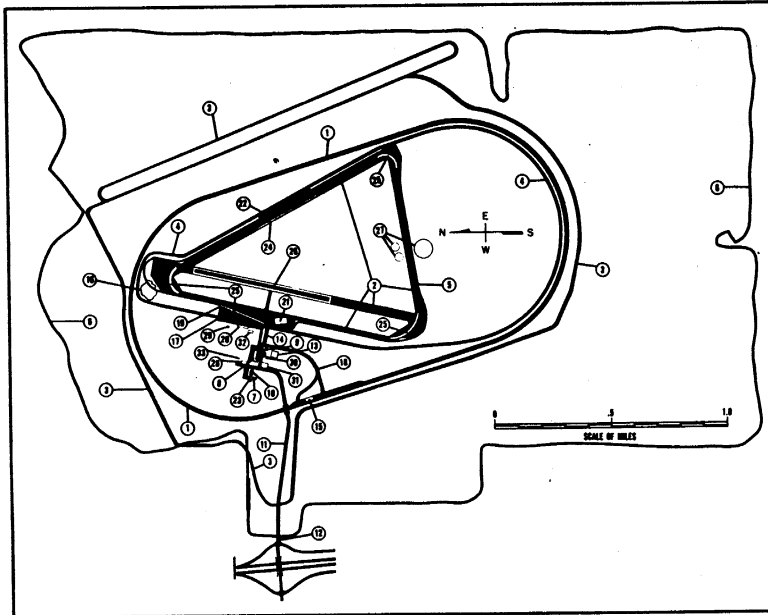
Given this ^{29th}~~30th~~ day of MAY 19 82


Dale Rabe, Operating Director

Lee Swonder, Car Show Director

*Denotes those who have not received their Certificate contact Dale Rabe

FORD MOTOR COMPANY

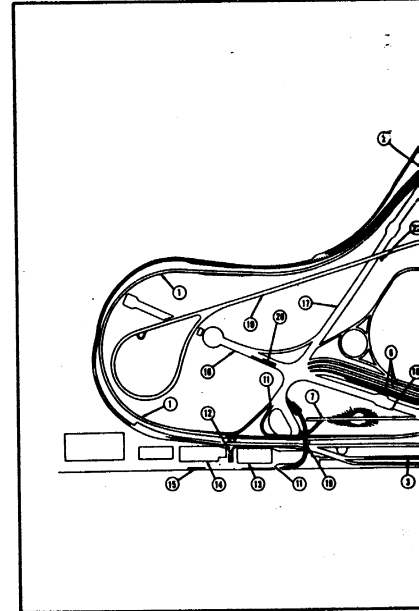


ARIZONA PROVING GROUND

(3840 ACRES)

LEGEND

1. HIGH SPEED TRACK - 3 LANE ASPHALTIC CONCRETE 5.00 MILES
2. DURABILITY TEST ROAD - ASPHALTIC CONCRETE 4.05 MILES
3. DURABILITY TEST ROAD - DIRT 8.25 MILES
4. ACCELERATED DURABILITY ROAD - DIRT 4.35 MILES
5. CAR GRAVEL ROAD - LOOSE GRAVEL 3.39 MILES
6. ALL WHEEL DRIVE ROAD - LOOSE SAND AND DIRT 10.55 MILES
7. EMPLOYEE SERVICES BUILDING
8. OPERATIONS BUILDING
9. FUEL BLENDING AND CARBURETOR FLOW LABORATORIES
10. SWIMMING POOL
11. ENTRANCE ROAD69 MILE
12. ENTRANCE GATE
13. MAINTENANCE BUILDING
14. 20% GRADE - 50 FT. - ASPHALTIC CONCRETE
15. WINDSCREEN
16. SAND AND GRAVEL AREA
17. CONCRETE APRON
18. TRACK ACCESS ROAD35 MILE
19. CHUCK HOLES
20. TRUCK BACK-UP PIT - 100 FT. - LOOSE GRAVEL
21. SALT BATH
22. COBBLESTONE ROAD25 MILE
23. HUMIDITY CHAMBERS
24. DRAG STRIP34 MILE
25. HANDLING CIRCUIT - 150 FT. - 200 FT. - 300 FT. - 500 FT. RADII 3.30 MILES
26. CITY FUEL ECONOMY COURSE
27. TRACTOR TEST COURSES
28. COMPANY VEHICLE PARKING LOT
29. OBSERVATION TOWER
30. FUEL STATION
31. EMPLOYEE PARKING LOT
32. REFERENCE FUEL STORAGE
33. SUB STATION



DEARBORN PROVING GROUND

(360 ACRES)

LEGEND

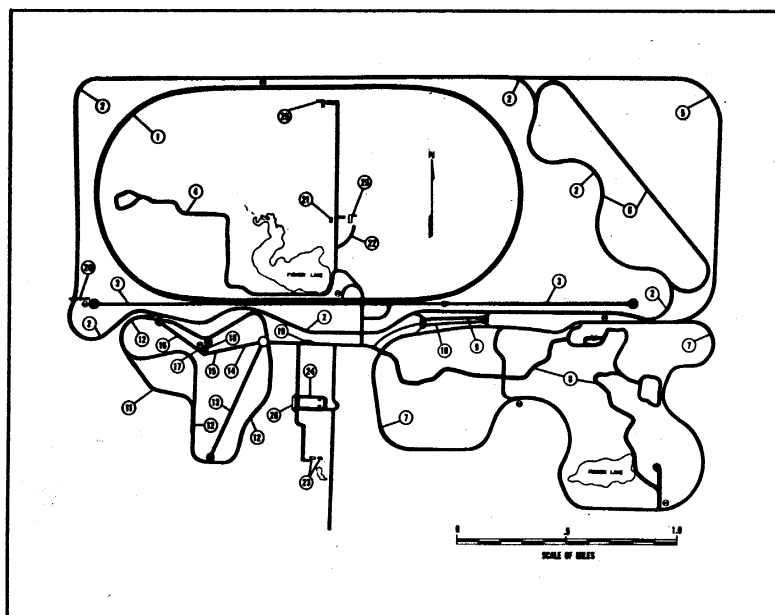
1. HIGH SPEED TRACK - CONCRETE
2. LOW SPEED TRACK
INSIDE LANE - SMOOTH ASPHALT PAVEMENT
OUTSIDE LANE - SPECIAL RIDE SURFACES
3. GRAVEL ROAD NO. 1
4. GRAVEL ROAD NO. 2
5. HANDLING COURSE
6. RIDE ROADS - CENTER AREA
7. HILL RAMP - 17% AND 30% SLOPE
8. SOUND ROAD
9. WATER AND MUD BATHS
10. STRAIGHTAWAY - THREE LANE CONCRETE
11. HIGH SPEED TRACK ACCESS CONTROL POINT
12. LOW SPEED TRACK ACCESS CONTROL POINT
13. VEHICLES TESTING BUILDING
14. WIND TUNNEL BUILDING
15. FUEL STATION
16. NORTH-SOUTH RUNWAY
17. EAST-WEST RUNWAY
18. CRASH BARRIER
19. OVERPASS
20. SPECIAL RIDE RAMPS
21. RADIO RADIATION BUILDING
22. WEATHER STATION AND TELEPHONE
23. SALT SPRAY BATH

A map of the study area, showing the location of the study area (indicated by a rectangle) and the location of the study area (indicated by a rectangle). The map includes a scale bar (0 to 25 miles) and a north arrow.

(360 ACRES)

LEGEND

.....	2.6 MILES
.....	2.7 MILES
LT PAVEMENT	
SURFACES - CONCRETE	
.....	.4 MILE
.....	1.1 MILES
.....	1.7 MILES
.....	
.....	800 FEET
CONCRETE	
CONTROL POINT	1.7 MILES
CONTROL POINT	



MICHIGAN PROVING GROUND

(3880 ACRES)

LEGEND

1. HIGH SPEED TRACK—CONCRETE	5.0 MILES
2. BASIC DURABILITY ROAD — ASPHALT	7.5 MILES
3. EAST-WEST STRAIGHTAWAY — CONCRETE	2.5 MILES
4. KOREAN TEST ROUTE — UNIMPROVED	2.8 MILES
5. CAR GRAVEL ROAD	2.2 MILES
6. RIDE AND HANDLING CIRCUIT — ASPHALT	3.0 MILES
7. GRAVEL DURABILITY ROAD	5.0 MILES
8. OFF ROAD ROUTE — UNIMPROVED	1.5 MILES
9. COBBLESTONES	.25 MILE
10. TWIST ROAD	.25 MILE
11. TRUCK BY-PASS ROAD — ASPHALT	.50 MILE
12. HILL DURABILITY ROUTE — ASPHALT	2.25 MILES
13. 7% GRADE	2000 FEET
14. 17% GRADE	360 FEET
15. 29% GRADE	500 FEET
16. 15% GRADE	1100 FEET
17. 45% GRADE	120 FEET
18. 60% GRADE	60 FEET
19. SALT BATH	
20. TRANSMISSION BACK-UP STRIP	
21. FUEL BLEND STATION	
22. WEIGH SHED	
23. SHIPPING-RECEIVING BUILDING	
24. OPERATIONS BUILDING	
25. STORAGE BUILDINGS	
26. FUEL STATION	

 2-WAY RADIO

TECHNICAL TIPS

CLAY STROUP

"HOW TO DETAIL YOUR SHELBY'S ENGINE COMPARTMENT AND UNDERCARRIAGE" (Part 3 of a 3 Part Series)

Well, by now everything that was sandblasted on your car should be in primer. If you want to do a super nice job, you can take some spotting putty and fill in any little pit marks in your engine compartment and underbody. Spotting putty is easy to work with so don't be afraid to try it. After it dries thoroughly, sand it down so it blends in with the rest of the immediate area and shoot another coat of primer on it. You could also sand the rest of the primered areas down and put another coat of primer on if you want a real good job, but it won't hurt anything if you don't. If you don't want to re-primer just sand the primered areas down in preparation for paint. Scotch pads (or fussy pads as some bodymen call them) work good for this as they are easier to use in the nook and cranny areas than sandpaper. Scotch pads are cheap (less than \$5.00 for enough to do a car) and available at all autobody stores.

Now it's time to buy your paint. You have lots of choices here. You can stick with black for everything or you can go the showcar only route and paint your floorpans the color of the car. Either is correct for concours if done properly. If you use all black you must use the correct semi-gloss shade of black. If you paint the floor pans the exterior color, you have to be careful where you stop the black and go to color. I would recommend looking at someones car who has gone this route to see where they stopped the color and went to black. I am not going to say where the right areas for particular colors are because I have never gone this route myself. Remember you also have to paint your springs and the rear end black, gas tank natural, brakes lines natural, etc. Personally I paint everything black. If you plan on driving your car alot and don't want to worry about water spots on your floor pans, black is the

TECHNICAL TIPS (Continued from previous page...)

easiest way to go. But if you want to have a 100% concours car, the other route is probably your ticket. I am going to describe everything from here on with the assumption that you are going to paint everything black.

Now you have the choice of what kind of paint to buy, enamel or lacquer. I definately would recommend enamel as it is alot more durable than lacquer is. There are many brands you can use: Ditzler, Dupont, R-M, etc. If you use one of these, make sure they give you a flattening agent so you can achieve the degree of gloss you want. Without it, your paint job will turn out glossy, which looks good with lots of chrome, but isn't concours correct. Another choice would be one recommended to me by several people at SAAC-7, GM's reconditioning black enamel, available through any GM dealer. I saw it on a 68 Shelby at SAAC-7 that went 298+ points in concours, and it looked perfectly original. The best part is that you don't need to add flattening agent to it to get the correct semi-gloss finish. Plan on getting 2 gallons to do the whole job.

I usually paint the back half of the car first. I lift the rear up far enough to place a 55 gallon drum under the axel housing and then lift the front up and place a barrel under it also. I tape off the front end of the car along the body seam that is directly above the area where the bellhousing sits. I then tape along the torque boxes where they bend 90 degrees up towards the front of the car. Naturally the exterior of the body is taped up as you have to be careful with overspray when using enamel. You should now be ready to spray the back half of the car. For safetys sake, blow air through all the holes in the frame rails, torque boxes, etc., before you spray just to be sure there is no remaining sand. You should also wipe off all areas to be painted with a tack rag to get rid of all dust and dirt. Now mix your paint per instructions and start spraying. Usually 2 to 3 coats of enamel will be sufficient. Some really tricky maneuvering will be needed in the rear axle area because of the 55 gallon drum. You may wish to do the rear axle separatly. Make sure you have adequate ventilation and wear a good mask.

TECHNICAL TIPS (Continued from previous page...)

After letting the rear half of the car dry for 1 to 2 days you can take the tape and paper off and remove the 55 gallon drums from under the car. I usually sit the front end of the car up about 2 feet off the ground when I paint the front half. A 2 by 4 through the slots where the lower control arms go, resting on a couple of cement blocks usually is sufficient. Preparation to paint the front half of the car is similiar to painting the back half: 1) tape off exterior of car, 2) tape off part of chassis already painted black, 3) blow any remaining sand out of frame holes, 4) wipe everything off with a tack rag, 5) mix paint and spray.

You can also paint all the suspension pieces at this time along with any other misc. parts. I usually hang the pieces off a board placed between 2 step ladders with a piece of wire for each part. This way you can shoot all the angles necessary without ever having to touch a piece. Other pieces like hood hinges, hood latching mechanisms, brake lines, etc., that are supposed to be natural in appearance, are painted with 2 to 3 coats of clear lacquer. You can even use a spray bomb for these pieces. Make sure not to get any paint or primer on any rubber items like brake hoses, power steering hoses, air conditioning lines, etc.

After everything has had sufficient time to dry, you can remove all paper and tape and start to reassemble things in reverse order from which they came off. I discussed the proper order for dis-assembly in part 1 of this series so I won't list a reversal of order here. I will list a few pointers though that should help you out. For wiring harnesses, I start at one end and start unravelling old tape in sections of 2 feet or so. After the tape is off I take a rag soaked in lacquer thinner and clean everything up, paying particular attention to the untaped exposed ends. Then I wrap the completed section with new electrical tape in the same manner as the factory did. A little extra patience here really makes the difference between a quality job and something resembling a high schoolers version of how to rewire the dash of a Mustang for a 20 speaker stereo system. It also gives you a chance to fix any cut or broken off wires or terminals. Lacquer thinner also works good at cleaning any little rubber grommets or bumpers that go under the hood of the

TECHNICAL TIPS (Continued from previous page...)

car. A couple boxes of the proper wire ties from Ford also help sharpen up the appearance of your engine compartment (Ford part #376914-S strap). They come 10 to a box and you will need 2 boxes to do everything. The price is approx. \$2 a box and is well worth it. Some other new parts that sharpen things up are: starter solenoid, voltage regulator, battery cables, battery hold downs, hoses, belts, alternator, etc.

You may also want to clean up and paint the bottom sides of your fenders and hood before installing them. Just don't try to sandblast the back sides of metal fenders as they will warp. Owners of 69-70 Shelbys have the advantage here as their fiberglass fenders are the easiest to clean.

Cleaning, painting, and detailing of your engine, transmission, and accessories are left up to you, along with their installation. This is a broad area that would take another section in its self to properly explain and I've already taken up too much space. One final recommendation is undercoating of the rear wheel houses, as stones flying off the rear tires cause a lot of chips in this area. Approx. cost for materials in step 3 is \$175 not including any new parts.

In conclusion I hope I haven't left any bases untouched. If I have please let me know and I'll try to help out. If not, get to work on your car so we can show everyone at SAAC-8 next year in Dearborn that our cars are as good as anyone elses.

Thank You,
Clay Stroup
Almont, Michigan

P.S. If you would like to see any other articles on the restoration of specific areas of your Shelby, BOSS or Mustang, let the club know and we'll see what we can do.

CALENDER OF EVENTS

October 17,1982-Cider Mill-Colour Tour Leave Henry Ford Lib. 11:00 am

What could be the last time to drive your car, through the beautiful autumn countryside. Not to mention delicious cider/donuts.

October 30,1982- Halloween Party? Well Maybe if we find a place-IDEAS?

November 13,1982-Technical & Literature Swap Session

NOTICE DATE CHANGE SATURDAY NOVEMBER 13,1982

Place: Henry Ford Library,16301 Michigan Ave. Dearborn,Michigan

Time: 1:00 PM To 4:30 PM

Rooms:113,113A Literature Swap Area, 111 Guest Speakers

Admission: FREE!!!

So you have been waiting for some event like this to happen? Wait no longer, there will be chances for you to complete those volumes of the "MARQUE" and "SHELBY-AMERICAN", to find that rare magazine or book. Or just look at posters and listen to the Speakers.

HIGHLIGHTS:

*Literature to show,talk about, and Swap/Sell.

*Speakers Topics

GT 350/500, 289/427 Cobra or Ford GT.

deTamaso Pantera.

Boss 302/351/429.

60's Super Fords

SVO Mustang/EXP/LN7

Ford's Polymotor

National Champion Race Car Driver

* December 11,1982
* SAAC-MCR CHRISTMAS PARTY
* Looking for a Good Place
* *****

*Refreshments

REQUIREMENTS:

Open to all SAAC-MCR Members.

Guests welcome with MCR Members.

** Registration for space is required for all vendors.

First come/First served Policy. No later than November 12,1982

NO Vendors will be accepted November 13,1982.

Contact Dale Rabe,After November 1,1982 573-8751 evenings.

COMPETITION:

Our Competition Director John Norian has supplied us with a calendar of upcoming events for those of us interested in participating.

Sunday October 17, 1982

INDIAN SUMMER RALLYE II CCM Time/Speed/Distance Rallye

COMPASS REQUIRED

START: Claude Allison Park Beech-Daly Rd. Between 6 & 7 Mile Rds.

TIME: 11:00AM TECH/REGISTRATION

11:45AM DRIVER'S MEETING

12:01PM FIRST CAR OUT

ENTRY FEE: CCM-\$8.00;DCSCC,NCCC-\$10.00;FREE SOUL (SAAC) \$12.00

RALLYEMASTERS: Ken & Diane Watson 534-5339

Greenville Corvette matching time trials and speed/Gary 591-0472

Sunday October 24, 1982

MSCC Witches Rallye Last in challenge series Call Hotline

FMSC Autocross Call Hotline296-5640

Sunday October 31, 1982

CCM Autocross Two Big Events



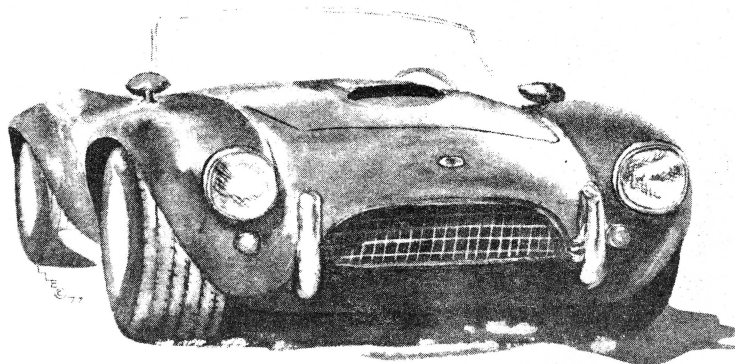
CLASSIFIEDS

FOR SALE 1968 Shelby GT 350 Paxton Supercharged-Automatic.
Lots of new parts. Sell or trade for 68/69 GT 500
Convertible. George Thompkins (313) 941-8884.

FOR SALE 1973 351C-4V, small block C-6, 58,000 miles, runs good,
complete assembly for \$350. Clay Stroup 798-8759.

FOR SALE 1979-1982 Mustang/Capri Parts: 2.3 4speed trans(only).
2.3 radiator(top flow). Gas tank 12.5 gal. L.H. door minus
glass. 3rd door complete. urethane fascia (std.). Pace
car urethane air dam. After market airdam. Wedgewood blue
interior components including-seats, carpet, steering
column (std.). 2.3 exhaust, etc. Many other parts-call.
What I don't have I can get.
1967-1968 Mustang rare NOS Illuminated horse and corral.
C7ZA-18F504A still in box(though slightly scratched) Best
offer.
Contact Keith Augustine (313) 420-3086

WANTED Extremely clean used or NOS Black interior deluxe door panels
for 69/70 GT 500 conv. (carpeted lower 1/3)
NOS (or extremely clean used) outer driver's door skin
for 69/70 GT 500 conv.
Carbs for 3-2V FE intake & Linkage.
Wood steering wheel with att'g hardware for 65/66 GT 350.
Reasonably priced orig 10 spoke 66 Shelby Wheels.
Contact Tom Greene 523-4880/420-0398 evenings (preferred)
HELP! My wife wants her convertible restoration done soon.



CLASSIFIEDS

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

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

All Ads are due by the tenth of the month.

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

MUSTANG
RECOVERED: 1969 Mustang Mach I Red with blacked out side
scoops, black trim & hood scoop. Stolen April 5th
Roseville. Found in Detroit in fairly decent shape.

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 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

Sunbeam Ltd.
Tiger parts & Services
8409 Fenkell
Detroit, MI.
341-5394
Greg parts anytime
Service Sat. 10-6pm

Alan Ford Inc.
1845 Telegraph
Bloomfield Hills, MI.
335-4101

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

Stark Hickey Ford-North
550 N. Woodward Ave.
Royal Oak, MI.
548-4100
25% discount on parts
Ask for Tim in Parts



SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

P.O. Box 4008
Dearborn Michigan 48126

Engines

	GT 350 Ram-Air 351	GT 350 Base 302	GT 500 Ram-Air 428
Bore x stroke	4.00 x 3.50	4.002 x 3.00	4.13 x 3.98
Displacement	351 Cu. In.	302 Cu. In.	428 Cu. In.
Comp. ratio	10.7 to 1	9.0 to 1	10.6 to 1
Carb. type	Autolite 4V		Holley 4V
bhp @ rpm	290 @ 4800	220 @ 4600	335 @ 3200 (Est.)
Torque @ rpm	385 @ 3400	300 @ 2600	440 @ 3400 (Est.)

Drive Train

Clutch: 11-in. single disc. (11.5-in. on GT 500.)

Transmission: Ford four-speed, fully synchronized. (Optional on GT 350, close-ratio four-speed standard on GT 500.) Ford SelectShift Cruise-O-Matic three-speed, optional.

Brakes: Power assisted floating caliper 11.3-in. front discs with dual master cylinder and 10-in. x 2.0-in. rear drums with high performance linings. Swept area 232 sq. in.

Wheels: 15 x 7.0-in. composite design.

Tires: Goodyear belted E 70 x 15 Wide Oval.

Steering: Power, linkage type with belt driven pump. Recirculating ball and nut steering gear.

Suspension: Front—Independent with coil springs above upper arm. Heavy duty adjustable shock absorbers with special valving. Heavy duty front stabilizer bar. Rear—Hotchkiss drive with variable rate semi-elliptic leaf springs and heavy duty adjustable shock absorbers with special valving.

General

	SportsRoof	Convertible
Curb weight (Est.)	3,600 lbs.*	3,689 lbs.†
Weight dist. (Est.)	55/45**	54/46‡
Wheelbase	108.0 in.	108.0 in.
Track		
Front	58.5 in.	58.5 in.
Rear	58.5 in.	58.5 in.
Length	190.62 in.	190.62 in.
Height	50.6 in.	51.5 in.
Body/frame type	Welded steel unitized	Welded steel unitized

SportsRoof models have integral padded steel roll bar; quick detach inertia reel double shoulder harness with deluxe belts. Convertibles have styled padded roll bar and inertia reel single cross-chest shoulder harness with deluxe belts.

(*3,850 lbs. on GT 500), (†3,939 lbs. on GT 500), (**57/43 on GT 500), (‡58/42 on GT 500)

Options:

☐ SelectShift Cruise-O-Matic automatic 3-speed ☐ Close-ratio 4-speed transmission Std. GT 500—Opt. GT 350 ☐ Heavy-duty battery Std. GT 500—Opt. GT 350 ☐ Traction-Lok available with GT 350/500 (except with air-conditioning) ☐ Fold-down rear seat available with GT 350/500 (SportsRoof only) ☐ Air-conditioning available on GT 500 with automatic transmission only. GT 350—all transmissions ☐ AM radio ☐ AM/FM Stereo radio ☐ AM Radio stereo tape system ☐ Forced ventilation available SportsRoof only ☐ Tinted glass ☐ Intermittent windshield wiper ☐ Tilt-away steering wheel ☐ F60 x 15 super low profile Goodyear Polyglas belted tires

