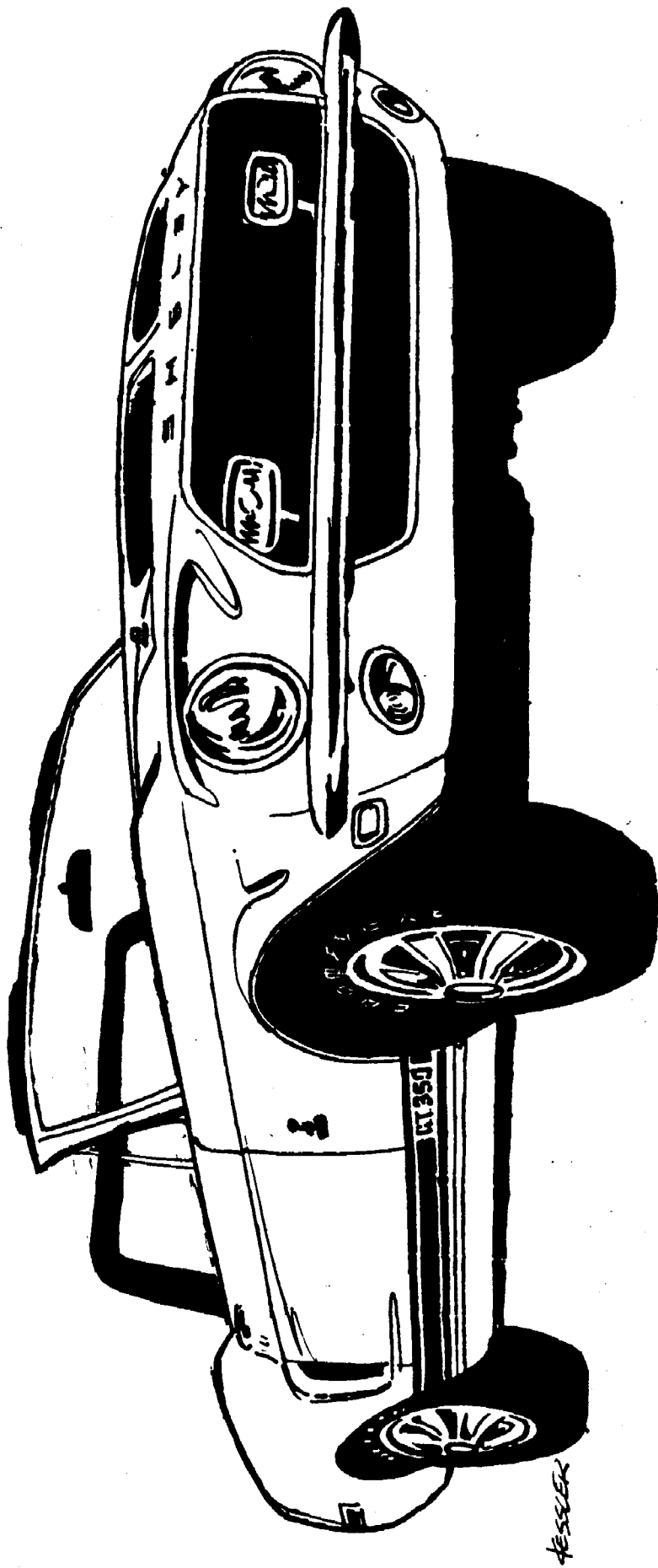
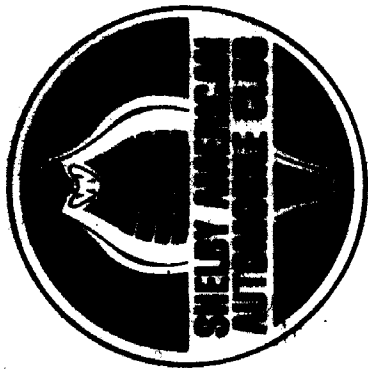


Shelby Life



FOR YOUR INFORMATION:

THE SHELBY AMERICAN AUTOMOBILE CLUB - MOTOR CITY REGION
P.O. Box 4008 Dearborn, Michigan 48126

MCR DIRECTORS

Mark Conich 565-8628
Tom Greene 420-0398
Mike Leslie 833-0077
Rich Tweedle 791-0279

SAAC DISTRICT REP COORDINATOR

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

MONTHLY MEETINGS

First Thursday 7:00 pm.
Mama Mia's Restaurant
27770 Plymouth Road
(West of Inkster Rd.)
Livonia, Michigan

MICHIGAN SAAC REPS

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

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

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

Item 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 and classified ads are due the tenth of the month preceding publication of the next issue.

Items should be sent to:

SHELBY LIFE
1335 Franklin Road
Berkley, Mi. 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 on the rights of others.

MEMBERSHIP DUES

\$12.50 per calendar year.

MEETING MINUTES September 6, 1984

Call to Order: 7:45pm.

Sell & Swap: Items wanted and for sale in the classified section.

Editor Report: Shelby Life to be out soon.

National Report: SAAC 9 discussed.

New Business: Dale Rabe has plans for Mustang corral at MIS Sept. 16th.

Old Business: Mustang club/Shelby club split of Show & Go IX moneies.

Facilities for Show & Go X discussed. Problems at S&G IX addressed by a letter to AAA. Go X to be at Utica Test Track again. Thanks given to John Konyha for bringing out a radar gun to keep us informed (and honest. ed). Next year's car show is to have a 'Senior Class'.

New Business: Performance event to be held at Mt. Clemens Race Track Saturday, September 29.

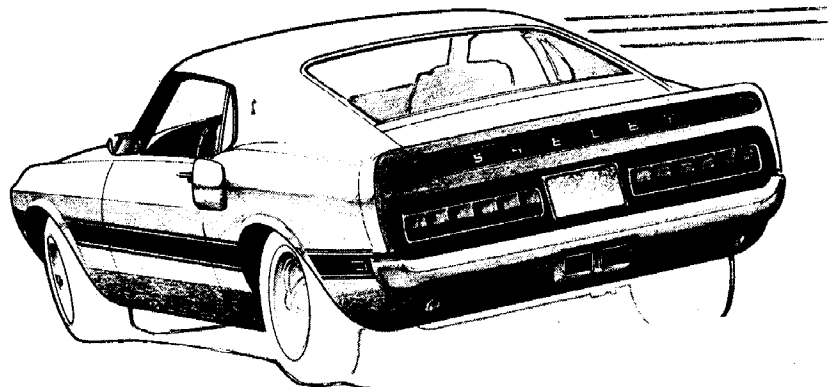
Mustang club is having a colour tour Sunday, October 14th. They are also having a Christmas party. No date is set as yet. \$25-30 per couple.

Motion: Phil Jacobs moved "The Club would pay for tickets for members to attend the Mustang club Christmas party." Seconded by John Kachigian. Motion Passed.

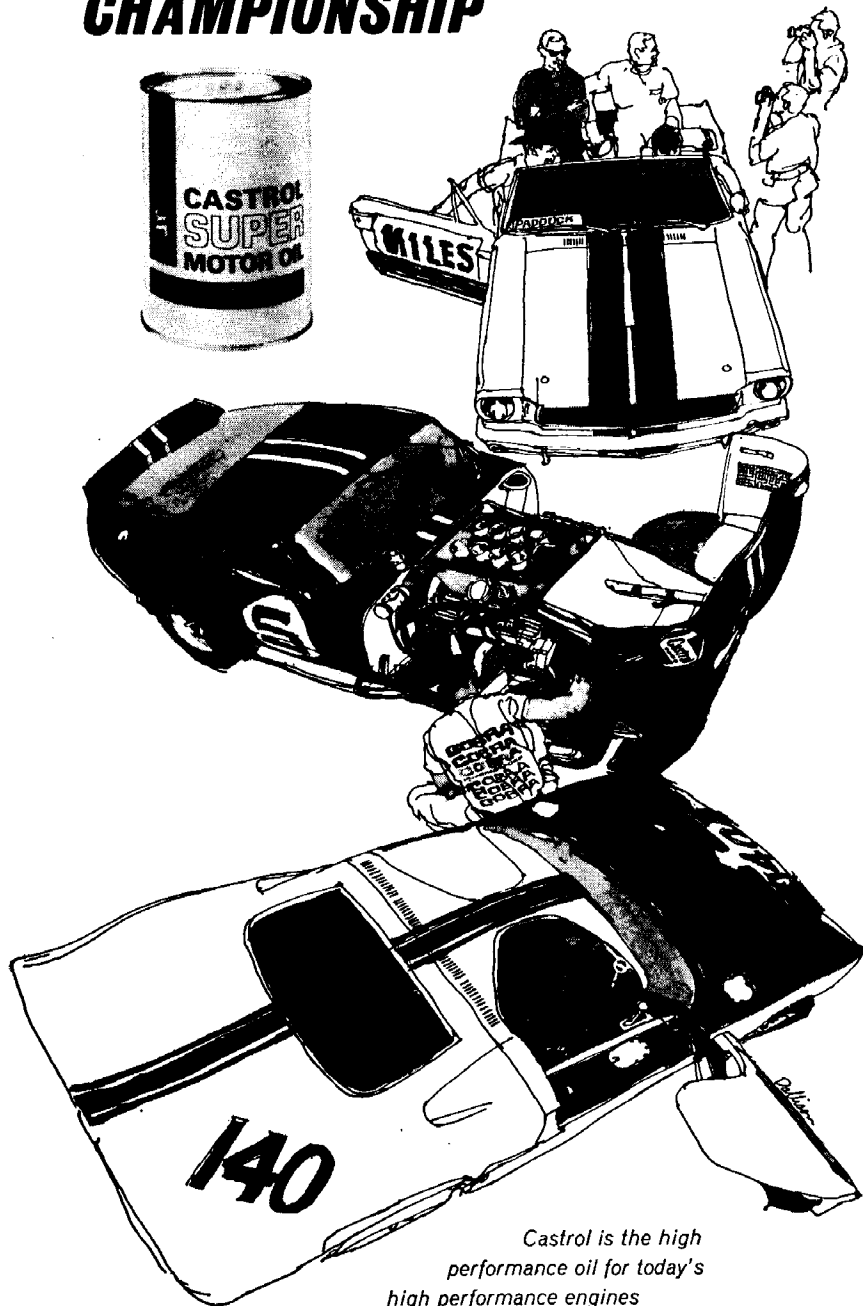
Tech Exchange: Looking for a restoration shop. R&R Restoration in Wyandotte. Who does appraisals? Jeff Burgy. Classic Auto Restorations.

50/50 Drawing: Sally Greene won \$10.00.

Adjourned: 9:20pm.



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TO BRING AMERICA
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MEETING MINUTES
October 4, 1984

Call to Order: 7:45pm.

Swap & Sell: Items wanted and for sale in the classified section.

Video: Utica Test Track: Show & Go IX.

Editor Report: Shelby Life sent out September 8, 1984

Old Business: Mustang club colour tour. Sunday October 14, 1984.

Mustang club Christmas party still has no date.

Tech Exchange: Having problem with oil mist in air cleaner? Could be steel plate loosened on bottom of aluminum intake manifold allowing a hole to be burn thru bottom. Bob Varcoe has info for slip yoke service part for early GT 350.

Video: Mt. Clemens Race Track. Thanks to James LeBlanc and Rich Tweedle.

50/50 Drawing: Curt Waggoner \$9.00.

Motion: A. Dues to be lowered to \$10.00. Defeated.

B. Dues remain \$12.50
Give T-shirt or Cobra to new members. Passed.

Adjourned: 9:50 pm.

EDITORIAL

by John C. Guyer

October, 1984

A recent issue of Sports Car Graphic had a cover story on the 'Fastest American Sports Car Ever!'. They gave away the answer on the cover with a picture of two Cobras and a statement "Shelby's Cobra still the undisputed King of the Street".

Car Review Magazine gave a listing of the 50 Fastest Muscle Cars. Immediately going over the chart produced only three cars from Shelby. The 427 Cobra at #1, a GT-350S at #21 and a 289 Cobra at #23. The Cobra being fastest was no surprise and the 289 would be in there somewhere. What's a GT-350S? Where's the other Shelby's at? There are unrestored cars that will still run faster than the 12.20 to 14.40 second spread listed. Other magazines of recent years show Shelby cars running faster than that. So what's the story. Well maybe the text would shed some light on these and other questions.

The GT-350S turns out to be a Shelby with a Paxton blower on it. "S" for supercharged no doubt.

It seems that the main sources of the article were four magazines: Car & Driver, Motor Trend, Road Test and Car Life.

"...from four major road testing magazines, our list is still incomplete. Noticeably missing are the big-block Shelby GT-500's..." so says Donald Farr in the article.

It seems odd that all four of these magazines didn't test any GT 500's. Certainly no oversight like that would occur today. In 1967 the GT 500 was rather tame when compared to the 427 Cobra. Could it be that the cars from Shelby are more famous now than they were when they were new? And if they are why is that?

Is it not true that most works of art and the artists that created them are not appreciated in their own time. Maybe greatness is hard to see close-up.

CATHY

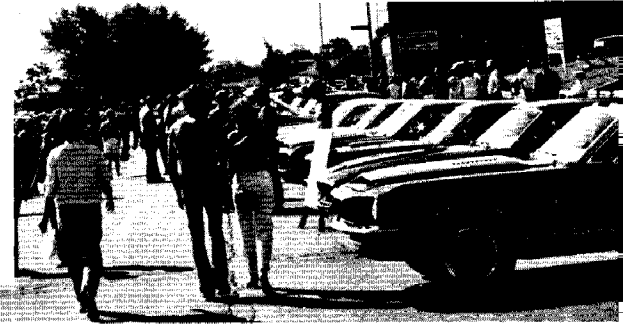
By Cathy Guisewite





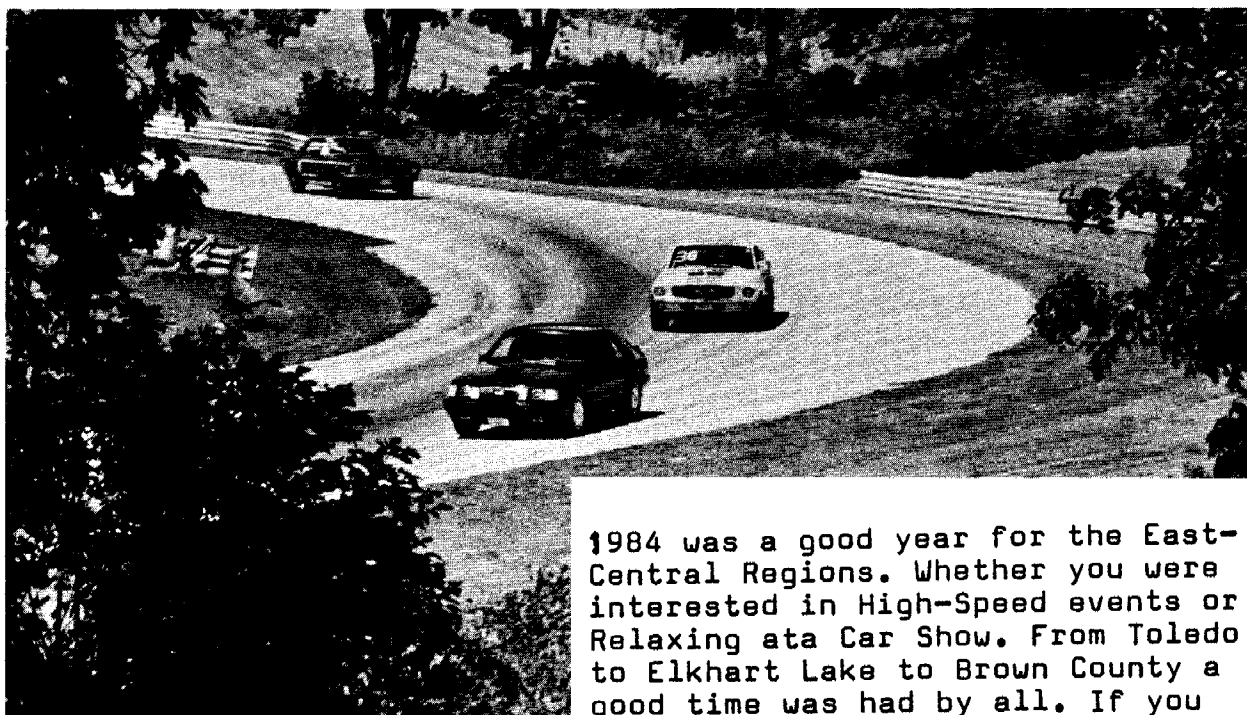
St. Ignace, Michigan.

June 29-July 1, 1984. This small upper peninsula town became part of "Shelby Country". Carroll Shelby was the Guest of Honor as Ed & MaryEllen Reavie hosted a show of over 800 . Main St. became 'Memory Lane' as the cars took over the town. At night Big Boy's was 'American Graffiti'.



Quality Inn





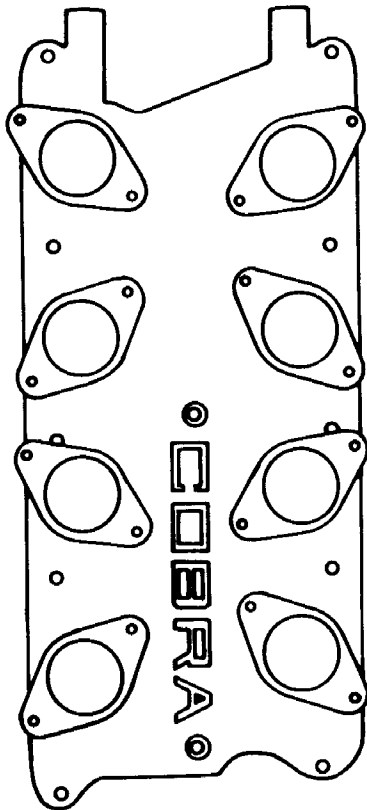
1984 was a good year for the East-Central Regions. Whether you were interested in High-Speed events or Relaxing ata Car Show. From Toledo to Elkhart Lake to Brown County a good time was had by all. If you missed out plans are for next year to be even better. Car Shows, Swaps, Rallies, Picnics, Speed events of all kinds here just for the taking.



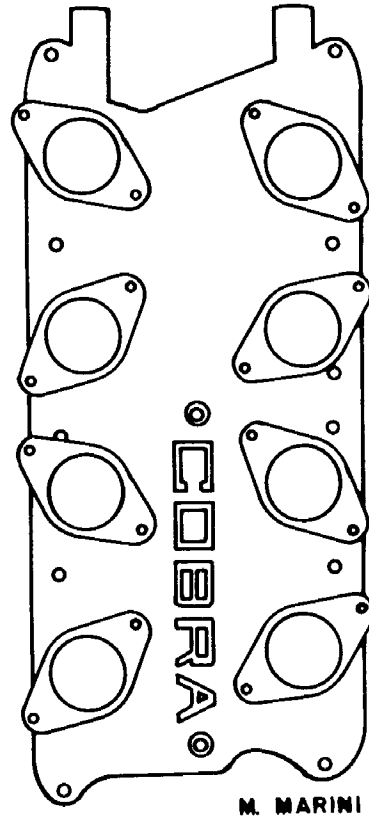
There are many things that you come across when working on Shelby American cars that most people would never recognize if it wasn't pointed out to them. Sometimes it's just a subtle change between years or a design change from necessity. Sometimes you wonder why the change was made at all. Needless to say I've been jotting down all the odd ball things I've spotted and will relay some of the more obvious.

289 Cobra Weber Intake Manifolds. If you ever popped the hood of an early Cobra with Webers, you might have noticed the carburetors faced in opposite directions with fuel lines pointing outward. When the GT350s came out, Shelby came out with an accessory Weber manifold for it. This unit had the carbs facing in the same direction, I assume for linkage purposes. Keep this in mind when picking out a Weber setup for your particular Shelby American car.

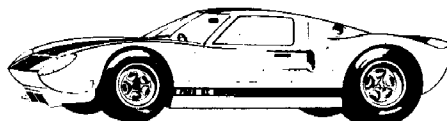
COBRA TYPE



GT.350 TYPE



M. MARINI



TECH TIP - OIL FILTER ADAPTOR

Are there any Tiger owners out there who are disgusted with the "Mickey Mouse" Oil Filter arrangement that came on the beast? Do the oil line connections leak as they did on my car when I bought it 2 ½ years ago? There is an easy solution that I learned from a former Tiger owner and would like to pass on to those of you who are not already aware of it.

You can eliminate the oil leaks and hard, messy job of changing the filter by visiting your local Ford Dealer. The oil filter adaptor for a 240 CID Econoline will fit your Tiger with no problem. These are the parts you need:

C5TZ - 6381 - A	-----	Oil Filter Adaptor
C5AZ - 6894 - A	-----	Bolt
C5AZ - 6840 - A	-----	Gasket (Adaptor to block.)
EAA - 6749 - A	-----	Gasket (For bolt.)
EAM - 6890 - B	-----	Threaded Insert

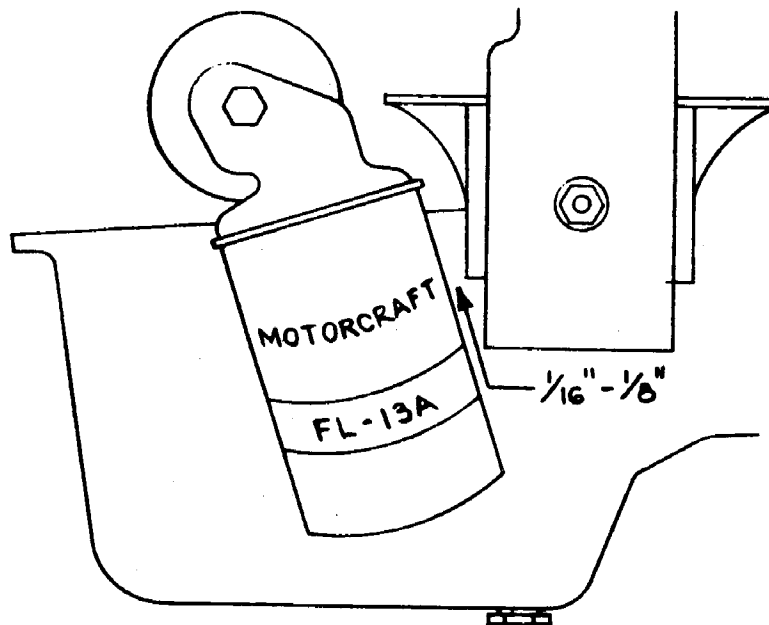
The latest price information I have on these parts (June, 1976) shows a total list price of about \$20.00 (Less whatever discount you can talk your Dealer into).

Remove the existing filter, filter bracket, filter adaptor, hoses and hose adaptor on the block. When you install the new adaptor it should be angled back so that the filter clears the motor mount by approximately 1/16" - 1/8" in order for the filter to clear the oil pan.

Incidentally, you will have to use the smaller filter that fits a Pinto or Capri (Motorcraft FL-13A). Since you won't have as much filter element as before I would recommend a little more frequent oil changes. I hope this is of some help to a Tiger owner somewhere.

Carroll Eeds

will work good with Sanderson (J.C. Whitney) headers
out the C.A.T. headers supposedly cause interference.
Use an oil filter for a V-6 Capri or Mustang.



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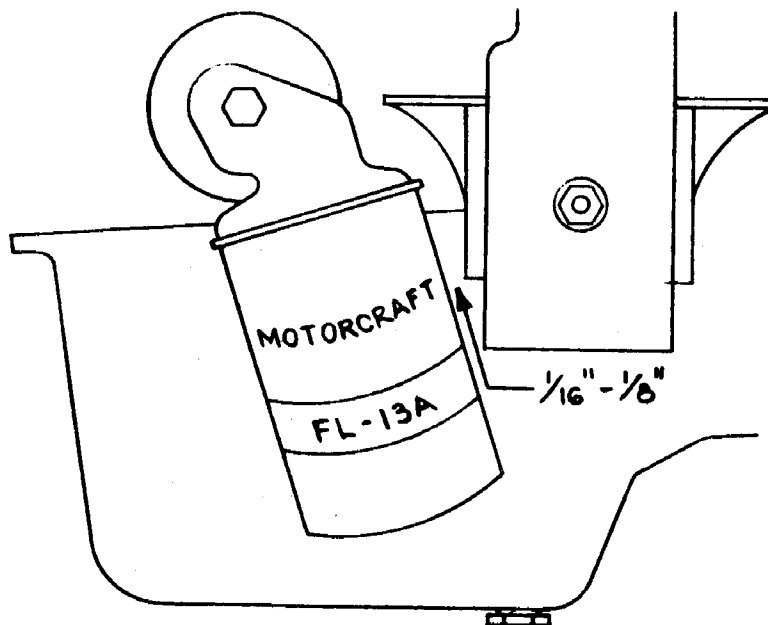
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CLASSIFIEDS

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

FOR SALE Carburetors & rebuilding Mike Riemenscheider 459-1348

(2) 351C engines 70/71 \$550 each. Howard Smith 629-8947

'73 Mach I \$2800 or best offer. Howard Smith 629-8947

15" Lincoln wheels. '80 T-bird TRX tires. Jeff Burgy
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WANTED Tan carpet for '79 Capri. 351W heads. Mike Riemenschneider
459-1348

Totaled T-bird Turbo Coupe. Greg Koss 684-1886

H70 X 15 small letter Goodyear tire. Dean Gilbert 535-0395

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

H.A.W.
Automotive machining Inc.
20421 Van Born
Taylor, Mi.
563-8311
10% discount
Ask for Harold

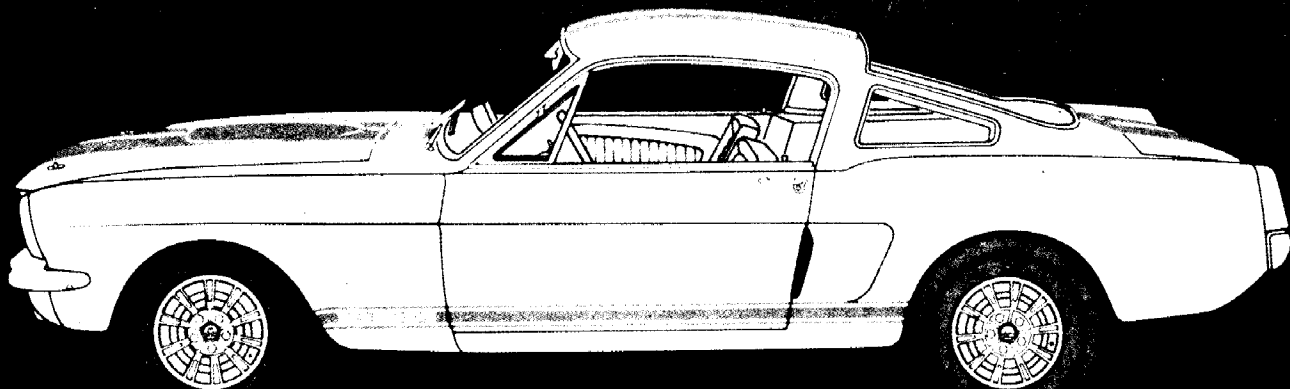
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