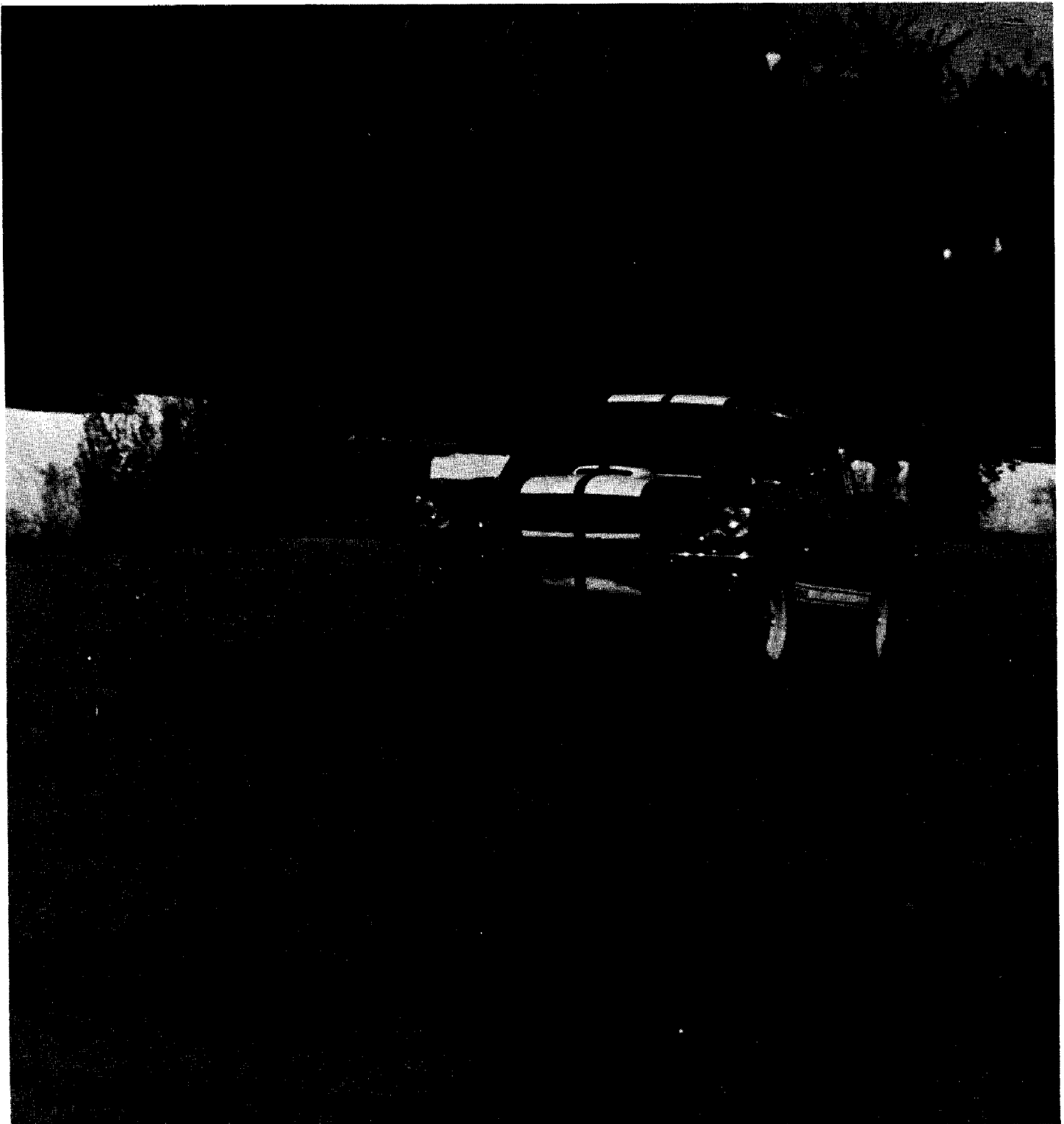




SHELBY LIFE

OFFICIAL PUBLICATION
OF THE
MOTOR CITY REGION



CLASSIFIEDS

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

COMMERCIAL DISPLAY AD RATES - Full Page - \$10. Half Page - \$7.
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FOR SALE '66 GT 350, 6S997. Beautiful red/white stripes; 289 Hi-Po; 4-spd; five 10-spokes; Bluestreak spare; Konis; 3.89 Locker; very clean / very straight / very fast; excellent investment: \$13,900. Gordie Olsen 689-6268.

'69 Shelby rolling chassis. Maroon / white interior; 4-spd car; tilt; power ventilation; new tires; correct wheels; extra parts; asking \$6,000. Will consider trades, Mustangs or engine parts, etc. John Fitch (517) 224-3565.

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

Midas Muffler
32601 Van Dyke
Warren, Mi.
939-7471
Custom Exhaust
Front End Work
Original Replacement
25% discount
Greg Csernai

Sunbeam Ltd.
Tiger parts and service
1075 General Motors Rd.
Milford, Mi. 48042
(313) 684-1886
Greg parts anytime
Service Sat. 10-6

Alan Ford Inc.
1845 Telegraph
Bloomfield Hills, Mi.
335-4101
25% discount on parts
Chuck La Fav-Parts Mgr.

Bob Ford Inc.
14585 Michigan Ave.
Dearborn, Mi.
846-5000
25% discount on parts
contact Parts Mgr.

Total Performance
Mt. Clemens, Mi.
468-FORD
Specializing in Mustangs, Shelbys,
Cobras and other Ford Products.
20% discount
John Vermeersch



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EDITORIAL by John C. Guyer

I have been watching the snow melt, drinking bock beer and naturally thoughts of Spring come to mind. Warm weather and a chance to get the Shelby out on the road. One of the nice things about taking the old car out is the chance meetings with other owners, those chance meetings are becoming few and far between. This March 31 you have the ability to take the chance out of those meetings and make them a planned event.

If you have never attended or it's been a while since you've joined in on the fun come to Dearborn's Henry Ford Library on Michigan Avenue Sunday March 31 2:00 pm.

Cobra Scores First SCCA National Victories.

Cumberland, Md. May 12, 1963.

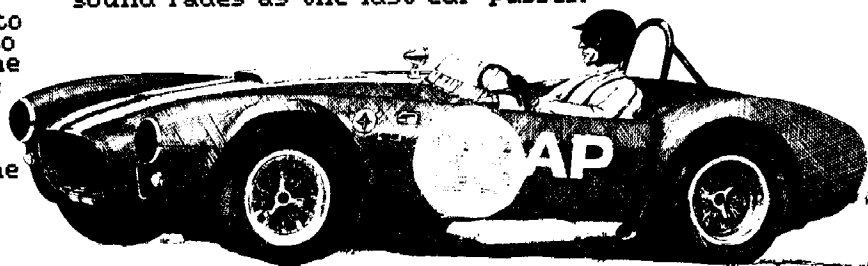
Cumberland National Championship Sports Car Races.

Over 45,000 people turned out to watch these SCCA sanctioned races at Cumberland's Municipal Airport. One edge of the field is a large hill from which spectators can look down and see the entire 1.6 mile course with its seven turns and 2200 ft. straight.

THE A and C PRODUCTION RACE-In this race a single Cobra is entered among a field of Corvettes. The new comer against the firmly entrenched Sting Rays.

The flag crew at the second turn chats amiably as the sound of the powerful engines is heard from the starting grid. The race starts with a thunderous surge of power, the cars scramble toward the first turn. Slowed momentarily by the acute right, they regain speed and within seconds are blasting past turn two. Dick Lang's Sting Ray leads the pack through this left turn and down a long straight. The competition moves to the far side of the course. No distinction can be made in the far off sounds until Bob Johnson's Cobra takes the lead and accelerates down the main straight. The cars flash past the starting line and into lap two. The Cobra's 289 cubic inch Ford engine making it's distinctive sound as

it leads the field past turn two once more. Dick Thompson's Sting Ray is second, while Lang is now engaged in a four way battle for third. The sound fades as the last car passes.



Twenty-seven minutes later Johnson has pushed the Cobra to a half lap lead. A group of slower cars, including three Corvettes and a Morgan SS, precede the little 289 Cobra through the turn. There is a short pause before a Fiat-Abarth zips past followed by a Daimler, the Thompson Sting Ray, a Morgan SS, and the Lang Sting Ray.

In the closing minutes of the race, the now third place Thompson Sting Ray passes and a Morgan SS and a Daimler follow, preceding a now leading Cobra. Johnson and the Ford powered Cobra finish first after having lapped every car in the race except Lang's Sting Ray.

Johnson and the Cobra went on to repeat win at the very next race at Bridgehampton, Long Island, N.Y.

Glen Bates Gives Up Photographs and Negatives!



Ann Arbor, Michigan.

Long time SAAC member and Shelby owner, Glen Bates recently gave "SHELBY LIFE" his photographs and negatives so that they could be used for this issue.

Thanks to Glen, those of us who could not attend the high speed event at Mt. Clemens Race Track are able to see some of the action that occurred.

If you have attended an event of interest or just have a good shot of your car we would like to share them.

Show & Go X was discussed. Two motions were made and passed.
Motion: Show & Go to be popular vote car show with no judging.
Motion: A Senior Class for past winners will be established.
Prices of Show & Go X events are as follows:

Event	Preregistration	Day of Event
Car Show	\$ 8.00	\$10.00
Swap Spot	\$12.00	\$15.00
Hi-Speed	\$ 5.00 (SAAC Members)	\$10.00

Old Business: Craig Shefferly has the club T-shirts.

Membership meeting will be held March 31.

Tech Exchange: At January's meeting there was a question about Mustang front disc brake rotors - which rotors will fit other year Mustangs? Looking thru the Ford dealers parts book revealed the following:

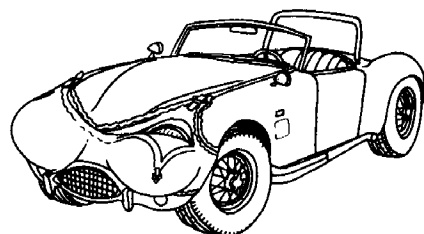
Year	Part Number	List Price
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68-69	C802-1102-A	122.80
69 Boss 302	C922-1102-A	Not Serviced
69 Boss 429	C922-1102-B	Not Serviced
70-73	D002-1102-C	116.48

Thanks to Phil Jacobs for this information.

New Business: Dr. Dean Gilbert will make car show/swap meet signs.

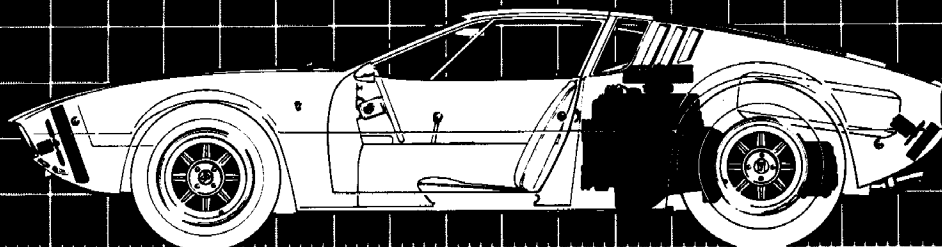
50/50 Drawing: J. Seisser won \$10.00. as drawn by Kristy Varcoe.

Adjourned: 9:40 pm.



DRAWING BY S. JOHNSON

ROAD TEST DE TOMASO MANGUSTA



SCALE: 10" DIVISIONS

PRICE

Basic list \$11,150
As tested \$11,150

ENGINE

Type V-8, ohv
Bore x stroke, mm 101.6 x 76.2
Equivalent in 4.00 x 3.00
Displacement, cc/cu in 4949/302
Compression ratio 10.0:1
Bhp @ rpm 230 @ 4800
Equivalent mph 111
Torque @ rpm, lb-ft 310 @ 2800
Equivalent mph 63
Carburetion one Autolite 4V
Type fuel required premium

DRIVE TRAIN

Clutch diameter, in 10.0
Gear ratios: 5th (0.846) 3.55:1
4th (0.958) 4.02:1
3rd (1.09) 4.59:1
2nd (1.47) 6.18:1
1st (2.42) 10.2:1
Final drive ratio 4.22:1

CHASSIS & BODY

Body/frame: tubular frame with steel & aluminum body panels.
Brake type: Girling disc, 11.75-in. dia front, 11.00-in. rear, hand-brake by mechanical calipers.
Swept area, sq in 507
Wheels cast magnesium, 15 x 7/15 x 7 1/2
Tires Dunlop SP 185-15/225-15
Steering type rack & pinion
Overall ratio 23.0:1
Turns, lock-to-lock 4.4
Turning circle, ft 37.7
Front suspension: unequal-length A-arms, coil springs, tube shocks, anti-roll bar.
Rear suspension: lower A-arms, upper transverse links, upper & lower trailing arms, coil springs, tube shocks, anti-roll bar.

EQUIPMENT

Standard: 5-speed gearbox, electric windows, air conditioning.
Optional: radio.

ACCOMMODATION

Seating capacity, persons 2
Seat width 19.2
Head room 36.0
Seat back adjustment, deg 0
Driver comfort rating (scale of 100):
Driver 69 in. tall 80
Driver 72 in. tall 65
Driver 75 in. tall 45

INSTRUMENTATION

Instruments: 300-kph speedo, 8000-rpm tach, odos, oil press & temp, water temp, ammeter, fuel level.
Warning lights: engine fan, heater fan, generator, headlights on, high beam, directional signals.

MAINTENANCE

Engine oil capacity, qt 5.0
Every 3000 mi: lubricate chassis, bleed brake lines, var. op'l chks.
Every 6000 mi: chg eng oil & filter, tune engine as required.
Every 12,000 mi: chk U-joints, chk entire brake system, align susp., pack frt wheel brgs.
Every 18,000 mi: chg brake pads & seals, chg clutch slave cyl seals, chg U-joints.
Every 24,000 mi: electrical chk.
Warranty period, mo/mi 6/6000

GENERAL

Curb weight, lb 3050
Test weight 3340
Weight distribution (with driver), front/rear, % 38/62
Wheelbase, in 98.4
Track, front/rear 55.2/57.4
Overall length 167.9
Width 72.6
Height 42.1
Ground clearance, in 6.3
Overhang, front/rear 35.1/34.4
Usable trunk space, cu ft 6.5
Fuel tank capacity, gal 23.8

CALCULATED DATA

Lb/hp (test wt) 14.5
Mph/1000 rpm (5th gear) 22.4
Engine revs/mi (60 mph) 2665
Engine speed @ 70 mph, rpm 3080
Piston travel, ft/mi 1332
Cu ft/ton mi 140
R&T wear index 36
R&T steering index 1.660
Brake swept area sq in/ton 303

ROAD TEST RESULTS

ACCELERATION

Time to distance, sec:
0-100 ft 3.2
0-250 ft 5.4
0-500 ft 8.1
0-750 ft 10.3
0-1000 ft 12.5
0-1320 ft (1/4 mi) 15.1
Speed at end of 1/4 mi, mph 94
Time to speed, sec:
0-30 mph 2.8
0-40 mph 3.7
0-50 mph 5.4
0-60 mph 7.0
0-70 mph 9.2
0-80 mph 11.2
0-100 mph 19.1
Passing exposure time, sec:
To pass car going 50 mph 3.8

FUEL CONSUMPTION

Normal driving, mpg 16.5
Cruising range, mi 393

SPEEDS IN GEARS

5th gear (5100 rpm), mph 118
4th (5100) 103
3rd (5100) 93
2nd (5100) 67
1st (5100) 42

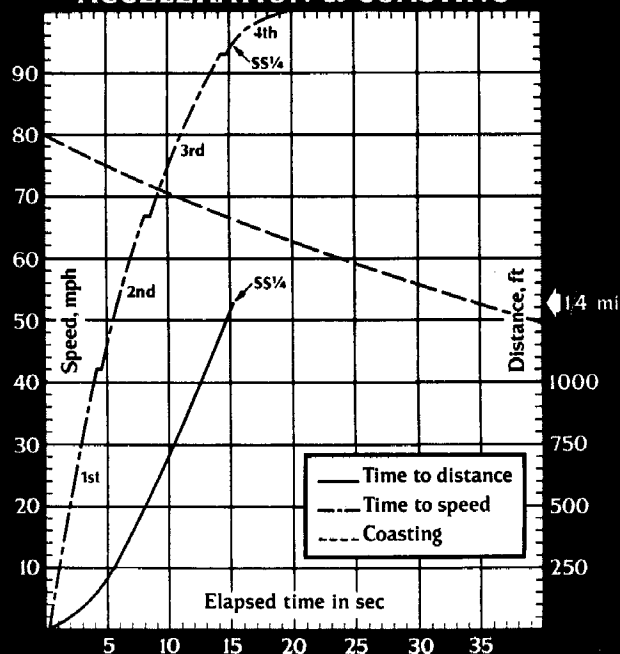
BRAKES

Panic stop from 80 mph:
Deceleration, % g 84
Control very good
Fade test: percent of increase in pedal effort required to maintain 50%-g deceleration rate in six stops from 60 mph 71
Parking brake: hold 30% grade no
Overall brake rating fair

SPEEDOMETER ERROR

60 kph (37.1 mph) ind. actual 37.6
80 kph (49.6 mph) 49.9
100 kph (62.0 mph) 61.7
120 kph (74.3 mph) 74.0
160 kph (99.2 mph) 98.2
Odometer, 10.0 km actual 9.96

ACCELERATION & COASTING







Shelby Owners Enjoy Life in the Fast Lane!

Mt. Clemenc, Michigan.

Shelby owners from the Motor City Region enjoyed a day of fast paced action at Mt. Clemens Race Track this past fall. Showing just what these cars were meant to do, most of the time. (Carroll Shelby did not intend for Cobras to be three wheelers.)

This year we are going to Utica in May and hope to return to Mt. Clemens also.

For those of us that don't have a Shelby American vehicle, or maybe not an operational one. Running the new Mustang, Lincoln, or T-bird is not the same but it is enjoying in it's own way to get out and see what it'll do. Without having to keep your head swivelling like a fighter pilot to detect the local law enforcement agents.

This kind of event will hopefully keep this kind of headline from appearing in the newspaper:

Shelby Crashes and Explodes on I-75!

MEETING MINUTES January 3, 1985

Call to Order: 8:00 pm.

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

Editor Report: Newsletter has just been sent out.

National Report: Issue #46 of the "SHELBY AMERICAN" is about to be mailed.

Director Report: Meetings and their locations were discussed.

Motion: Monthly Meetings to be held at Mama Mia's with a possible membership meeting on the east side. Motion passed.

Swap Meet Report: Gorno Ford write-up area. Set up at 7:00 am. Open at 9:00am. Sunday, January 27, 1985.

Motion: Membership meeting will be held March 31, 1985 at the Henry Ford Library in Dearborn. Motion passed.

Tech Exchange: There is a question about Mustang front disc brake rotors - which rotors will fit other year Mustangs? Phil Jacobs will endeavor to find this information.

50/50 Drawing:

Adjourned: 10:00 pm.

MEETING MINUTES February 7, 1985

Call to Order: 7:45 pm.

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

Editor Report: Newsletter now being put together anyone with something to submit for publication should have it in now.

National Report: Issue #46 of the "SHELBY AMERICAN" is out. Also you should have received one of the bi-monthly updates.

Director Report: Swap meet was discussed. Possible car show at Gorno Ford in the fall was discussed.

Club jackets and other club paraphernalia has been under study. A.J. Morrison says they can provide virtually anything we want. Jackets at \$22.50 dash plaques at \$1.00 and key fobs at \$.84 plus die cost of \$35.

Motion: Buy 250 dash plaques for \$1.04 each. Mark Corich, 2nd Rich Tweedle. Passed.

It has been rumored that John Kachigian is getting married.

Show & Go X was discussed. Two motions were made and passed.
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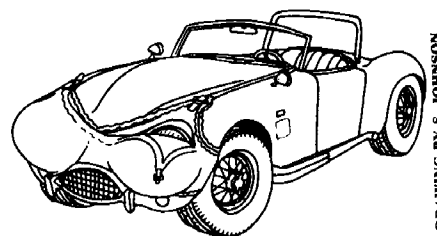
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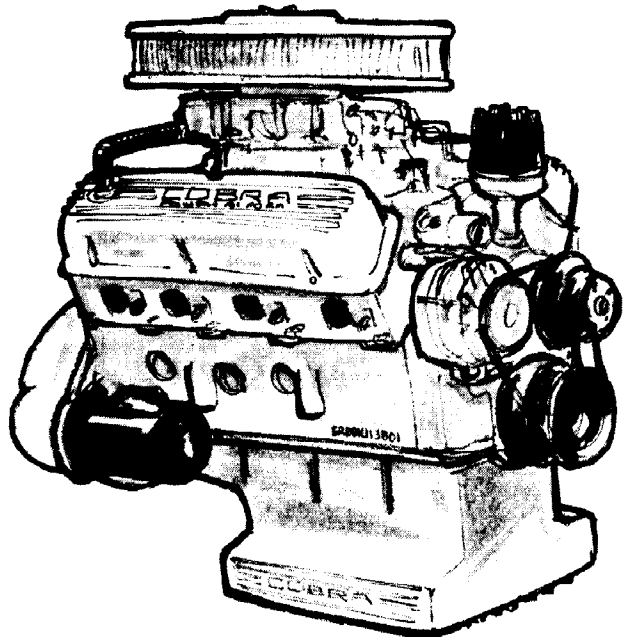
DRAWING BY S. JOHNSON

MUSTANG ROUNDUP

HIGH-PERFORMANCE 289 SPOTTER'S GUIDE

TEXT AND ILLUSTRATIONS BY JEFF BURGY

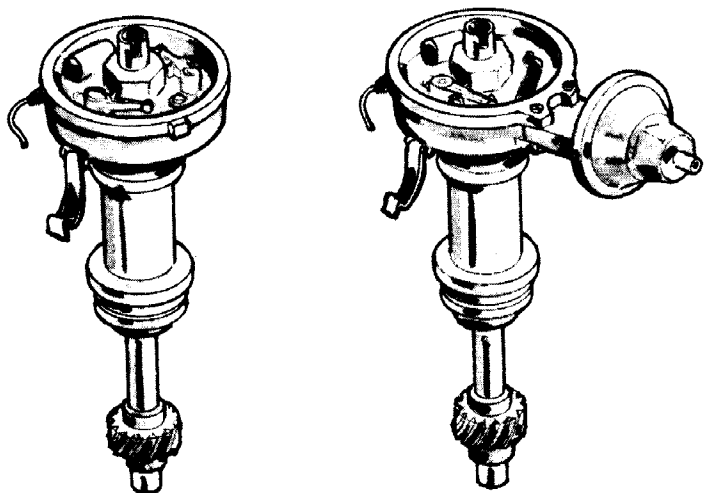
The 271-horsepower 289 Ford engine has the same problem that has plagued Corvette small-blocks for so many years. Everyone who has a 289 equipped with a 4-barrel carburetor thinks he has a high-performance 289. Unfortunately, this just isn't so. The 289 was built in horsepower ratings of 200, 225, 271 and 306 (the 306 was a Shelby-modified 271). The 225 and 271 models were both 4-barrel-equipped, but there are



several ways to distinguish a true 271 high-performance engine from the rest of the herd.

FROM THE OUTSIDE OF THE ENGINE

- Must have dual-point full centrifugal advance distributor. Standard 289 has a single-point vacuum advance distributor; be wary of a converted distributor that has a vacuum

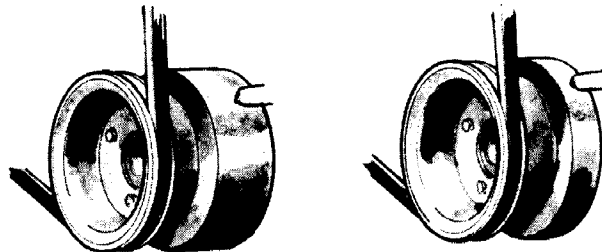


diaphragm on it or a hole where one might have been removed. The 289 high-performance distributor has a unique housing with no diaphragm or mounting hole for it.

- The Ford serial number that appears on the right-hand side near the front of the block should include the letter "K," which was the code letter for the 271-hp high-performance engine.

- Alternator should have large 3-inch-diameter cast pulley.

- Crankshaft harmonic vibration damper is very thick, about 2 inches wide, compared to standard 289 dampers, which are about 1 inch thick.

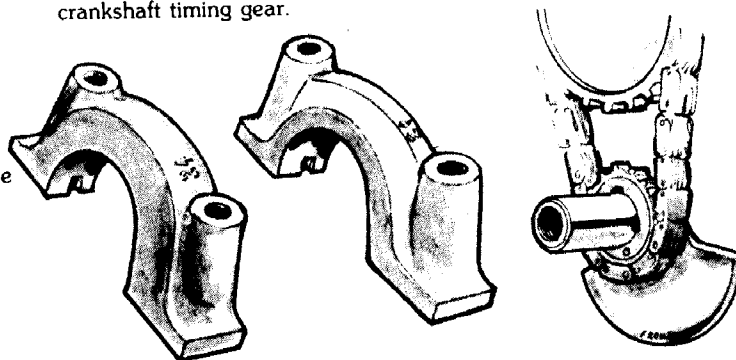


CYLINDER HEADS (VALVE COVERS OFF)

- 289 high-performance heads have screw-in rocker arm studs.
- Heads have narrow pushrod slot, making guide plates unnecessary.
- High-performance heads have a ridge around the valve spring forming a pocket around the spring seat.
- Some 289 high-performance heads have "HP" cast on the top side.

CRANKCASE (WITH OIL PAN OFF)

- Check for small special crankshaft counterweight pinned to crankshaft timing gear.



- Main bearing caps are thick and stocky; standard 289 main bearing caps are thinner.
- Rods will have 3/8-inch bolts (with 9/16-inch nuts) instead of 5/16-inch bolts and 1/2-inch nuts as found on standard 289s.
- Block, rods and crankshaft should have orange paint on them.

ADDITIONAL ITEMS OF NOTE

- 289 high-performance engines have special cast-iron exhaust manifolds that point down at an angle instead of straight back (GT350s have tri-Y headers).
- Intake manifolds are cast-iron 4-barrel manifolds, except for those on GT350s, which are cast aluminum.
- High-performance 289s do not have 4-bolt main bearing caps. Boss 302s and a few special racing 289 blocks did, but not regular production 271-hp 289s.
- 289/271-hp engines came with 480-cfm Autolite 4-barrel carbs. 289/225-hp engines came with 470-cfm Autolite 4-barrel carbs. 289/306-hp engines (GT350 4-speed) came with 715-cfm Holley 4-barrel carbs. 289/306-hp engines (GT350 automatic) came with 595-cfm Autolite 4-barrel carbs.
- The best way to be sure of getting what you pay for when buying high-performance Mustang equipment is to join a knowledgeable club, like the Shelby American Automobile Club, 24-C April Lane, Norwalk, CT 06850. Members of the club are always willing to share their expertise to prevent you from getting a bad deal.

HR

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Custom Exhaust
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Original Replacement
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Greg Csernai

Sunbeam Ltd.
Tiger parts and service
1075 General Motors Rd.
Milford, Mi. 48042
(313) 684-1886
Greg parts anytime
Service Sat. 10-6

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20% discount
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MOTOR CITY REGION

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Dearborn Michigan 48126



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*MANUFACTURER'S SUGGESTED RETAIL PRICES. OPTIONS, ACCESSORIES, DELIVERY, PREPARATION AND STATE AND LOCAL TAXES ADDITIONAL.