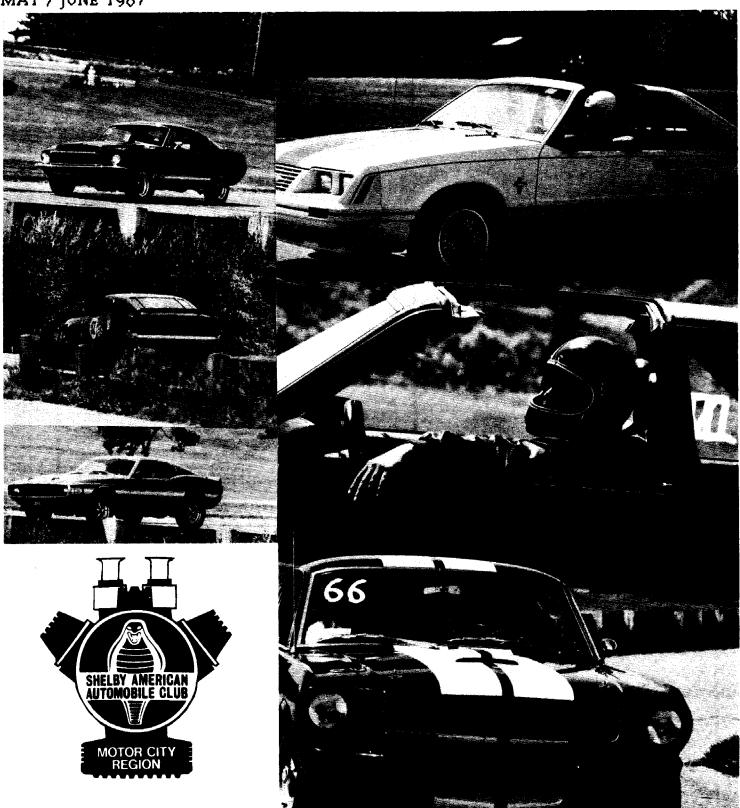
## SHELBY LIFE

MAY / JUNE 1987

Volume: 12 Number: 3



Show and Go XII

#### ■THUNDERBIRD ■PANTERA■TIGERI SHELBY



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September 20, SUNDAY •

**9 AM TO 3 PM** 

ANNUAL FALL 3RD



**CAR SHOW** 

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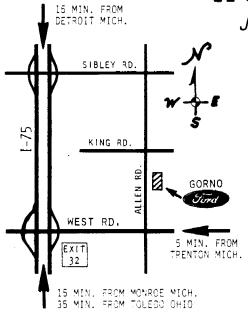
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NO CLUB MEMBERSHIP REQUIRED		ENTRY FORM	NO CLUB MEMBERSHIP REQUIRED
	NAME :		
RAIN	ADDRESS:		·
OR SHINE!	CITY:	STATE: ZIP:	TOTAL AMMOUNT ————————————————————————————————————
	VEHICLE:		<del>,</del>
	YEAR:	BODY STYLE:	
		\$6.00 (after Sept. 1st. \$8.00) AP SPACE (each): \$10.00	Fird

MAKE ALL CHECKS PAYABLE TO: S.A.A.C.-MOTOR CITY REGION

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DRIND TANG COMET

## Shelby Life

The official publication of the Shelby American Automobile Club's Motor City Region. Opinions expressed in this publication are not necessarily those of the Motor City Region of SAAC, its officials, its members, the publisher or advertisers.

#### SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION P.O. Box 4008

P.O. Box 4008 Dearborn, MI 48126

#### S.A.A.C. - M.C.R. PUBLISHING

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1/4 Page	\$	2/per	issue
Business Card	\$	1/per	issue

#### 1987 Motor City Region Board of Directors

POSITION	NAME	<u>TELEPHONE</u>
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Show and Go Director	Mark Corich	
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Secretary	Dave Allevato	
Membership Chairman	Rich Tweedle	(313) 791-0279

#### SAAC - MCR 1987 Calendar of Events

PIZZA HUT --->

SAAC - MCR Third Annual Fall Car Show and Swap Meet held at Gorno Ford, Woodhaven, MI. 420-0398

#### **MEETINGS**

Sept 20

Monthly meetings of the Motor City Region are held on the first Thursday of the month at the Pizza Hut on Telegraph, just north of Interstate 96 (Telegraph Exit). Meetings start at 7 p.m. Pizza is \$2/per person.

T E L E G N R O A R P T H H

< WEST EAST >

SHELBY LIFE

PAGE 2

#### SHOW 'n GO XII MAY 24 & 25, 1987 - WINNERS

#### 

CLASS	POS.	PERSON	DESCRIPTION
Senior Al	1st	Tony Nowak	Triple Black 68 GT350 Conv
Senior Al	2nd	Rick Bracken	Grabber Blue 69 GT 500
Senior A2	1st	Joe Errante	Red 66 Mustang Coupe 289 h.p.
Senior A2	2nd	Mel Harbaugh	Black 66 Mustang Coupe 289 with blower
Senior A3	1st	Kurt Waggener	Red 68 GT 350
Senior A3	2nd	Brian Kaltz	White 67 GT 500
B 65/66 Shelby	1st	Rick Jones	White 66 GT 350 with Paxton
	2nd	Richard Rubley	Blue 66 GT 350
C 67 Shelby	1st	Chance Tess	Blue 67 GT 500
D 68 Shelby	1st	Chris Fischer	Black 68 GT 500
	2nd	Jeff Meinicke	Gold 68 GT 500
E 69/70 Shelby	1st	John Kachigian	Gulfstream Aqua 69 GT 350
	2nd	Dan Fillmore	Candy Apple Red 70 GT 500
F Conv Shelby	1st	Scott Minch	Dark Green 68 GT 500 Conv - Webers
	2nd	George Thompkins	Candy Apple Red 69 GT 500 Conv.
G Thunderbird	1st	Tom Sidener	Aztec Gold 57 Thunderbird
H Pantera/Tiger	1st	Robert Craig	Orange 74 Pantera L
I 61/65 F'lane δ Comet	a 1st	Dave Stefanski	Black 63 Fairlane
J Competition & Pro Street	1st	Mark Moses	India Red 69 Mercury Cyclone 460+
	2nd	Al Rose	Blue 74 Mustang II Pro Street
K 65/66 Must Cpe	a 1st	Doug and Lee Dumka	Emberglo 66 Coupe
L 65/66 Must Fbl	k 1st	Larry Sibo	Poppy Red 65 Fastback
M 65/66 Must Cor	n 1st	Ken Hope	Turquoise 66 Convertible
	2nd	John & Clara Hill	Sauterne Gold 66 Conv 289 hipo
N 67/73 Must Cor	n 1st	Dr. Larry Tarn	Grabber Yellow 70 Convertible
0 67/68 Must	1st	Michael Dienes	Black 68 Fastback - 351'W'
	2nd	John Everett	Red 68 Fastback
P 69/70 Must	lst	Bill Rowe	Black 69 Mach 1

#### SHOW 'n GO XII MAY 24 & 25, 1987 WINNERS - CONTINUED

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

**************************************
--

CLASS	POS.	PERSON	DESCRIPTION	
Q 71/73 Must	1st	Jim & Katie Engle	Gold 73 Mach 1	
R 67/73 Cougar	1st	Robert Natkin	Dark Blue 67 XR7	
S 74/78 Mus II	1st	Jim Dominiak	Black 78 Mustang II Fastback	
T 79/86 Must	1st 2nd	Jerry Traskos Jeff Burgy	Silver 79 Pace Car Mustang Black 85 McLaren Capri Convertible	
U Boss 302	1st	John Pizio	White 69 Boss 302	
V Pre-War Restored	1st	Lilian Cooley	Putty 1931 Model A Roadster	
W Pre-War Street Rod	1st 2nd	Charles Hannula Tom & Judy Nichols	Black & Candy stripe 30 Model A Sedan Red 40 Ford Coupe	
X 4X4 Truck	1st 2nd	Tracy Paluch Rodney Bentz	White Ranger 4 X 4 Blue 84 F150 - Blue Ox	
Y Spec Int Intr	1st 2nd	Chuck Lepley Dennis Bates	Burgundy 67 Fairlane GT 390 Red 67 Fairlane GTA	
Z Spec Int Full	1st 2nd	Rick Day Tom Navarre	Red 66 7 Litre Galaxie Red 64 Galaxie	
AB 4X2 Trucks	1st 2nd	Randy Mays Jim Aitchison	Black 55 F100 - Tilt Front Black 85 F150 - Velour Interior	
AC Cobra Replica	1st	Dick Motyka	Dark Blue 87 Cobra Replica	
**************************************				
Best Paint	Randy	Mays	Black 55 F100 - Tilt Front	
Best Engine	John	Evans	Red 73 Mach 1	
Best Ford	Bill	Rowe	Black 69 Mach 1	
Best Shelby	Tony	Nowak	Black 68 GT 500 Convertible	
******************************				

Our Special thanks to all the participants, spectators, workers, helpers, visitors, relatives and friends.

We hope that each and every person enjoyed the show. If there is something we can do to improve it, please let us know.

SHELBY AMERICAN AUTOMOBILE CLUB - MOTOR CITY REGION Show 'n Go XII Committee P.O. Box 4008 Dearborn, Mi. 48126

#### PARTICIPANTS IN THE SHOW 'n GO XII HIGH SPEED EVENT

at

#### WATERFORD HILLS ROAD RACE COURSE

May 25, 1987

#### 

Walt Berti	Orange 70 Mach 1	Jim Seisser	84 Mustang Anniv	
Rick Bannerman	85 Mustang GT		•	
Rick Bracken	69 GT 500	Brian Swindler	82 Mustang	
		Jerry Traskos	79 Pace Car	
Lou Camp	87 Mustang GT	Rich Tweedle	85 1/2 SVO	
Frank Corkran	83 Mustang GT	Bob Varcoe  John Vermeersch	Blue 66 Mustang Coupe	
Brad Davis	85 Mustang GT		-	
Wes Dietrick	Wes Dietrick White 66 GT 350		351 HO Thunderbird	
Larry Ellis Red Lotus Elan		John Vermeersch	5.0 L Ranger	
-		Kurt Waggener	Red 68 GT 350	
Jeff Finley	70 Boss 302	Ron Wahl	85 Mustang GT	
Kurt Fredrickson	69 GT 500	Tim Young	68 Mustang Fastback	
Tom Greene	Red 66 GT 350		_	
Robert Gladding	87 Mustang GT	Nyra Raymond	Black 85 Mustang GT	
Mike Grudnicki	82 Mustang GT	Beck Tire	Red 85 Mustang GT	
	<u> </u>	Darius Skiotys	Red 86 Turbo Coupe	
Bob Hoeksema White 66 GT 350		Joe Prato*	Red 87 Mustang GT	
Phil Jacobs	Blue 71 Mach 1	Larry Spradlin	82 Mustang GT	
Al Mierz	70 Boss 302 T/A car	• •	J	
Dick Motyka	87 Cobra Replica	David Miller	84 Capri	
Dean Ricci	66 Mustang Conv	Scott Kimbrough	73 Pinto S/W	
	J	Lou Horvath	69 Mustang	
Gerry Pollock	85 Mustang GT	John Logan	67 Tiger	
Randy Richmond 65 GT 350		Kevin McHugh	77 Mustang II	
Ben Scheiwe	Blue 66 GT 350	•	<u> </u>	
Jim Sicoli 69 Cougar		Scott Kiroff	67 Mustang	

<sup>\*</sup> Fastest Lap - 90.1 seconds

Our Thanks to Ben Scheiwe and Autofab for their professional handling of the Tech inspection.

#### FINANCIAL REPORT FROM SHOW 'n GO XII

#### CASH PAID OUT - DAY OF THE SHOW

Trophy Balance 551.25
Tee Shirts 1147.90
Adv. on T. Greene Charge 46.96

Subtotal

1746.11

#### CASH PAID OUT - DAY OF THE GO

Track Rental 825.00 Michigan Turn Marshalls 100.00

Subtotal

925.00

COLLECTIONS - DAY OF THE GO (At track registrations + Tee shirt sales)

250.00

#### COLLECTIONS - DAY OF THE SHOW

Includes Pre-Regis for Go, Swap Meet, Car Show, and Spectator gate\*

7530.80

#### CASH ON HAND

7780.80 -2671.11 5109.69

#### DEPOSIT

Cash on hand 5109.69
Canadian and Unrolled change 41.19
4768.50

#### OTHER EXPENSES

 Dash Plaques (250)
 304.70

 Pens (1000)
 327.30

 Advertising approx
 700.

 Port-A-Johns
 200

 Ambulance
 300 est

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WE DONE GOOD

<sup>\*</sup>The gate receipts include approx \$1,000 collected at the bank parking lot - Thanks Greg Koss and Company

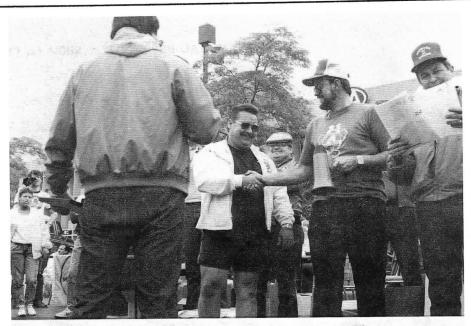
#### Show and Go XII

By Dean V. Ricci

This year's event was touted as to be the best one yet. Believe me, it was. Even though overcast skies kept some show participants at home, the AAA lot was packed with enough cars and people to leave little room for anything else.

We had some new things added to this year's show. The biggest addition was the support from Ford Motor Company. In attendance were the Motorsports Semi Truck, Manny Esquera's Baja Race SCCA Truck. and the Showroom Stock Sport-truck. produced by Ford Truck Engineers Phil Schilke, Russ Theus and Rob Stevens to name but a few. (Though the originally trucks were produced as a somewhat factory-backed race effort, policy changes at Ford Headquarters switched control of the race-trucks to Saleen Autosport.) Steve Also in attendance was a man of great presence, John Vermeersch of Ford Motor Co. (SVO) John had brought with him a couple of Hot Rod Lincolns sporting 460 cubic inches of Ford Motors under their hoods.

The show itself seemed to run very smoothly without major incident. The only











item of concern were the spectators that tried to sneak into the show via the bank paking lot nearby. The eagle eyes of Greg Koss and crew caught up with this situation quickly and setup a "ticket booth" in the area, and added another \$1,000 to the money collected from the spectators. Good Job Guys.

Also we must not forget the efforts of relativly new club member Kurt Fredrickson who worked the show all day without a break!

Following the show activites we treked up to the Waterford Hills Road Course for our "Go" portion of the event. This was our first appearance at this facility (in past years we've run at the Utica Test Track) and hopefully we can rent the Waterford track every year for this event.

For those in attendance that have never had the chance to drive this track before, all seemed to enjoy the experience immensely could hardly wait to get back out there again. For those who have frequently toured the course, track times recorded were auite impressive (such as fastest time of day driver Joe Prato who is a Nationally Licensed SCCA driver).

To be continued in 1988!

#### Nostalgia Drag Racing at Milan Dragway

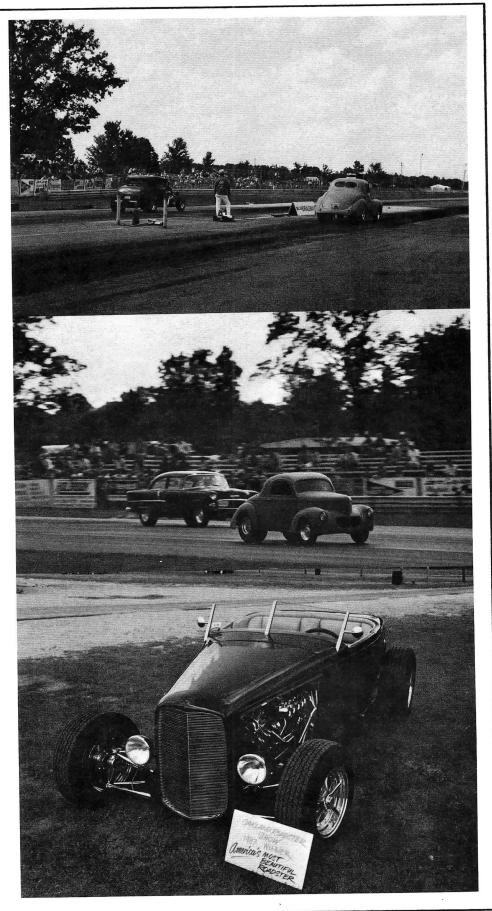
Text and Photos by Dean V. Ricci

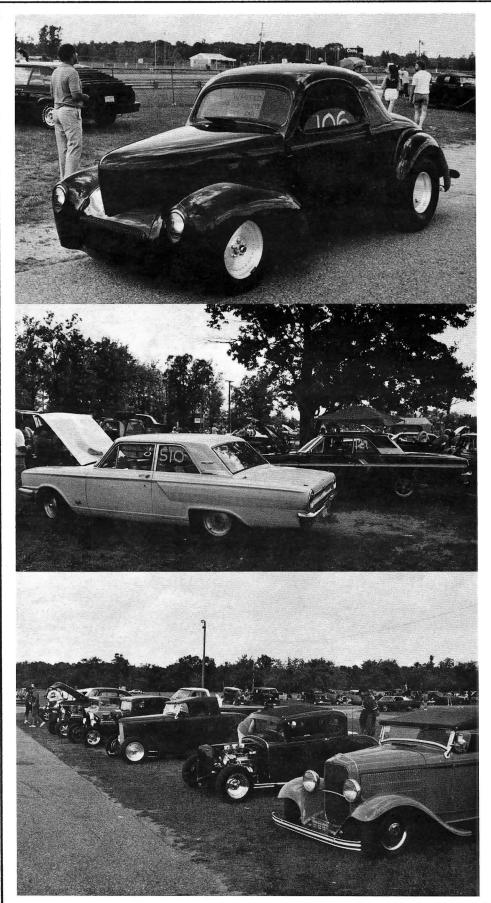
It is a very rare occassion when you have the an opportunity to attend event, that can provide you with entertainment you don't see all too often. Such was the attitude I had when I the cover decided to Nostalgia Drag Racing event for Shelby Life. The event, held at Milan dragway during the month of June (same weekend the Carnival of Cars was held) didn't prove to be the BIG event, as was touted in local newsprint and radio advertising prior to event, but worthwhile just the same.

The day I was there I counted about 40 cars in attendance. Not a lot, but considering that the cars in the event were limited to production years of early sixties and older, 40 cars is quite a good turnout.

This event was put on by a California based club, known as the Nostalgia Drag Racing Association. Now with an organization such as this you can understand that a simple "car show" was the last thing on anybody's mind.

If you ever scanned through old Hot Rod Magazines from





the 50's and 60's and remember seeing pictures of those old Willys Coupes burning up the quarter mile, this event allowed you to witness first hand what this type of racing was like.

There were two Willys Coupes running on the weekend, and running hard. In fact, while 3 of our beloved Ford Fairlane Thunderbolts out there bending were pushrods and causing embarrassment to their owners and fans, the Willys were busy cleaning up on the competition. I tell you, all they needed was to have the Beach Boys playing over the loud speakers to complete this scene!

In addition to the action on the track, there was a generous assortment of good old fashioned Hot Rods parked in the pit areas. Two cars came all the way from California to participate and boy were they beautiful. No, I don't think they did any racing on the weekend, the only thing not chromed on these cars were the seat belts for crying out loud!

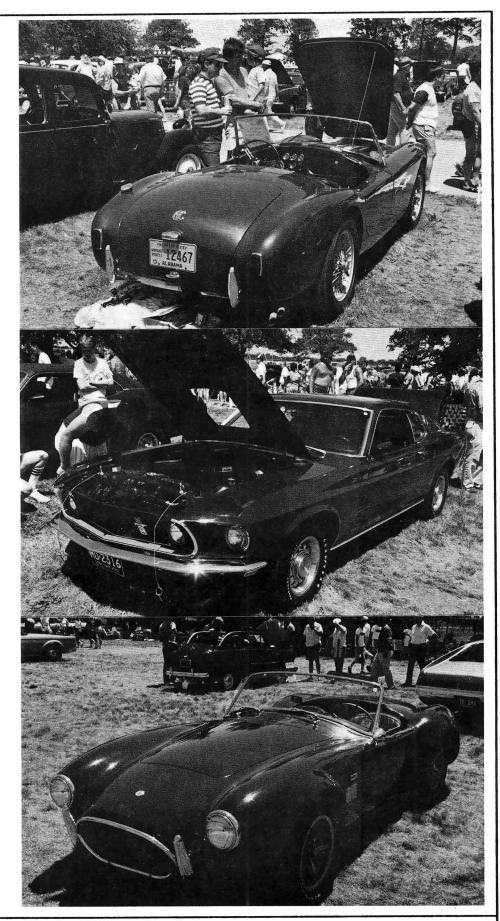
So, if you're looking for an event that is a major departure from the same old car show, look for this Nostalgia Drag event next year at Milan. Bring your camera, and your Beach Boys tapes!

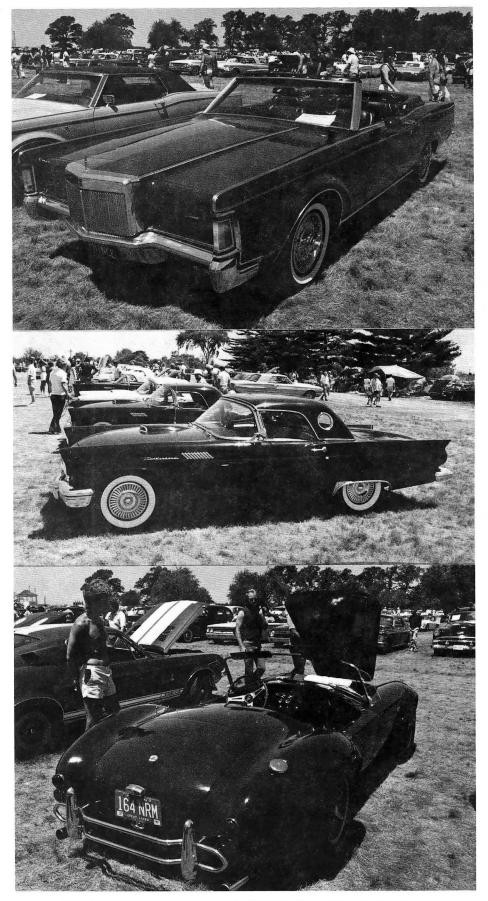
# Show that wasn't supposed to happen gets bigger than ever

Text and Photos by Dean V. Ricci

attended the annual Carnival of Cars Festival last year, and all I heard on the grounds was that this was the last year for the show to be held. It seemed a rumor had spread about either an Insurance problem with the promoters had occured, or that Ford had sold the Utica Test Track for residential development (a common rumor) project. Neither was the case for '87 and the show was bigger than ever.

There was a generous sampling of Cobras and Shelbys there, but not many MCR members showed their cars. Are we getting burned out ? I did run into a few club members there. Nyra Raymond was there snapping pictures of every '69 Mach 1 she could find, so she'd know how to put hers back together. John Kachigian Jr. was there trying to get someone to purchase his Shelby, a '69 Fastback. (He's looking for a convert) And of course the Burgundy Fairlane of Chuck Lepley was there, grabbing yet another trophy for his collection.

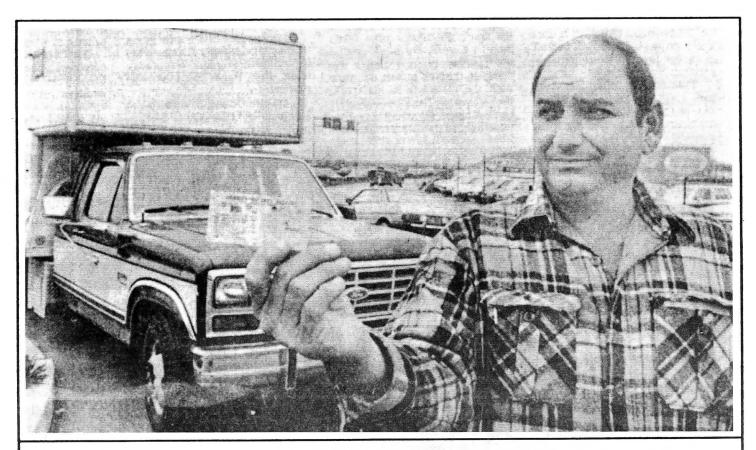




I did spot one strange vehicle there this year (but it was too ugly to take a picture of in my opinion). This guy said he wanted a two seater sports car but couldn't afford one, so he built his own. He took a basic wedge shape (we're talking cheddar cheese wedge here), put a big Pontiac motor in the middle of it, the two seats on either side of it, and covered the whole thing with galvanized steel sheets (like found in furnace ducts). It was wide, wedged, short and STRANGE. But he (the owner) thinks its the neatest thing since sliced toast so that's the most important thing, right?

The only other oddity I came across was a Lincoln Mark III convertible. I guess roadster would be a better description because there was no folding top assembly on this thing. (Maybe Tom Greene should contact this guy and see if he'd like to take a certain convertible top frame off his hands!)

I didn't hear any further rumors of this event being cancelled for '88 so be sure to look for it. Maybe a club display is in order, that is if we could park in the shade !!!



When Jim Pugliese went to move his truck from the lot at HIA he learned he owed \$160 and not \$38

[ Patriot - photo ]

## Tolled Off !!! no fee

By D.E. Caterini Patriot-News

posted rate drove away without paying a cent.

Vincent Pugliese's parking fee was absorbed that way. by APCOA, a firm that leases the rights to 30-foot truck took up four parking spaces.

According to the posted rate and past practice, \$4 is charged for every 24 hours, HIA lot gets wrath of trucker, regardless of the vehicle's size, the district manager, Roy Sawamura, said from his office in Baltimore.

"I was wrong," the lot manager, Paul Pugh, admitted yesterday. He said he believed A man who slept in his truck in the lot at Pugliese also was wrong and did not use Harrisburg International Airport because he common sense in parking sideways across four refused to pay a fee that was four times the lined spaces. But Pugliese contends the attendant working at the time told him to park

Pugliese, a driver for Pug Ford of Hollywood, operate the lot, when a district manager Florida, flew into the airport shortly before learned Pugliese spent the night in the lot to 7pm and prepared to drive away in the truck he avoid paying the fee that is collected on exit. had left there on May 4 after setting up a The lot manager had instructed the attendants display at the Carlisle Auto Show. When by a note posted in the tollbooth to charge Pugliese went to pay his parking fee, he was Pugliese \$160 instead of \$38 because his surprised to learn it would be four times what he expected. This was Pugliese's fifth time using the HIA airport lot since January, and he pick up the truck and go to another show. has "never had this trouble at any aiport east of the Rockies," he said.

Pugh said he received numerous complaints was held in Stroudsburg, PA. about the truck taking up four spaces at the crowded lot. He agreed however, there are no written or posted regilations allowing him to charge a customer for more than one space.

times the standard fee]", Sawamura said. "All it does is irritate one individual. It doesn't did not want to get involved, Pugliese said. solve the [ overcrowded parking ] problem."

Truckers are often asked to park along the perimeters of the lots, as long as they do not block the aisles. Pugliese said his truck fits lengthwise in two spaces that are head to head, and he has sometimes parked that way. Most lots charge standard fees, although sometimes the larger vehicles are parked on lots seperate from the main areas, Pugliese said.

When Sawmura heard the story, "All I wanted to do was get him on his way ... because he said he was delayed overnight. He really didn't owe any more than the standard rate. I didn't even want his \$4 a day [ at that point ]. I'll take care of that," Sawmura said.

Pugliese discussed the situation with his instructed to fight the fee rather than pay it. 15 1/2 hours until he got the matter resolved.

Pugliese said his brother plans to either ask for a written apology from APCOA's main office in Clevland, or bill the firm \$232.50, which is \$15/hour, for tying up the truck. Pugliese works seven months a year, travelling around the country to auto shows / swap meets. He drives to the site, sets up a display with the materials in his truck, then leaves the a return flight to the airport when it is time to sat down and talked with him and my

The parking problem at the HIA lot caused him to be late for the Shelby-Mustang Show that

Pugliese said he could not resolve the problem because he was told by lot employees and the assistant manager, Jim Spotts, Jr., they had no way of reaching Pugh. Spotts merely delivered "It was wrong to [try to charge Pugliese four the news that Pugliese had to pay the higher fee, and would not make a decision, saying he

> Spotts could not be reached for for comment. Pugh said Spotts had called him and he thought the matter was resolved. He said he didn't realize until the following morning that Pugliese had spent the night at the lot, when the attendant told him Pugliese was still in the area.

> But Pugliese said Spotts and a woman who brought change to the lot tollbooth told him that Pugh could not be reached.

> An airport security guard got involved by checking the signs posted everywhere on the lot, and discovered only a flat fee per vehicle was listed. But the guard could not resolve the matter since airport personnel do not control lot operations.

"There wasn't a living soul at the airport who brother, Robert, who owns Pug Ford, and was could help me," said Pugliese, who moved his truck when a more out-of-the-way spot That meant Pugliese was stuck at the airport became available while he was trying to solve his problem.

> He said he spent the night in his truck because he was afraid the lot personnel would have it towed knowing he did not intend to pay the fee.

> Pugliese said he spoke to Pugh at the lot. As soon as Pugliese mentioned he had called a newspaper reporter about the problem, Pugh became curt and left, Pugliese said.

"Things could have been resolved right off the truck parked while he flies home. He then takes bat," Pugh told the reporter later. "I would have

#### **Directors Corner**

By Tom Greene, MCR Director

Do you feel it ???? It's all around you. It is the feeling of summer. The most common numbers for APCOA from the airport assistant result is that a person's fancy turns to cars. Just tonight before writing this, while I was filling my Aerostar with fuel, I heard not one but two seperate vehicles driving "sportily" on 5 mile road. One was a 71, 2 or 3 yellow 4 Vincent Pugliese has set up his Pug Ford display at our Show speed Mach 1 and the other was a great and Go events for a number of years. BOBCAT. I'm sounding black No. not halucinating, it was definately the sound of a even the slightest hint of rust. I saw a '51 small block Ford with a 5 speed. I had this Studebaker (you remember the corn pickers nearly uncontrollable urge to go get the Shelby that thought they were cars) and a '60 Falcon out of the garage and go join in the fun. Well, that were so clean that I thought about going there is only one problem with that. I seem to over and --- no, I just couldn't bring myself to have done nothing at all with the Shelby since ask. The local paper had so few cars for sale Labor Day when John Hill and I pushed it into that the want ads were classified by American, the vintage races.

As you all know by now the Show and Go was do is just keep your eyes open. a huge success. The food vendor brought a new truck this year, packed with even more goodies. There also were some new attractions this year courtesy of Ford Motor Co, being the Race Trucks. Both the off-road and On-track versions were available for viewing, along with the Ford Motorsports display truck.

I took a trip to El Paso, Texas recently. In this area of the country, the temperature is warm, and the humidity rarely gets over 15%. The typical cars of interesting vintage there are somewhat wrinkly due to 20 or 30 years of being driven on the street, but there is not

#### PUG FORD (continued)

supervisor in Baltimore, but he insisted on getting everyone involved ..... I don't care who he called and what you print."

Pugliese was able to get the corporate phone manager, leading to an immediate resolution of the matter when Sawamura contacted Pugh.

EDITOR'S NOTE: This article was reprinted from the May 15th issue of the Patriot newspaper from Harrisburg, PA.

the garage and hung the driveshaft on the wall. Foreign and Classic. Even with the later There were a couple of things I had planned to category, there was almost nothing to tickle do on it before Memorial Day, but it was your fancy. So much for going to the great nothing I wanted to rush into. Nonetheless, a Southwest. Of course, I was there for only 36 spent motor was the end result of my "tour" hours, so I really had no opportunity to look around Waterford Hills on Memorial Day. There behind barns for that prize which everybody will be big work ahead of me to get ready for dreams of finding. But someday, when you least expect it, something will turn up. All you can

#### CLUB JACKETS

Club jackets are again going to be ordered. This time the jackets are not to be manufactured in the orient, so a better fit is promised over the last batch ordered. If you wish to order one, write to the club at the address below. Include your name, address, color prefered (blue or grey) and size needed.

> SAAC - Motor City Region Club Jackets P.O. Box 4008 Dearborn, MI 48126

For further info, contact. Tom Greene



#### A Cobra for Scott

By Scott Wood

case.

In April of 1985 my wife, my son and myself and a friend went to Florida for a week of finally told the owner I would have to think it vacation fun in the sun. We stayed with my over and I'd call him in a day or so. I wanted wife's parents at their condo in Jensen Beach that car! I told my wife I'd sell the BOSS. She on the east coast.

One day my father-in-law and I stopped at a to do to get the Cobra, but the BOSS stays". convenience store and I bought a classic auto BOSS 429 with 12,000 original miles) I wanted phone, and told him I wanted the car. something I could drive around a little. Maybe

ready for what I found instead. As I looked through the auto swapper I saw an ad for a Cobra. I also saw the price. A bit high for my Since I was a punk kid in high school, I've present budget. I showed the ad to my wife and always wanted to own a Shelby Cobra. I knew she said call on the car or I'd be miserable. I some day I would because I had made up my called and arranged to go look at the car. It was mind it was to be. I had always figured it an hour and three quarter drive. We borrowed would be later in life though, such was not the my wife's folks car and took off (we flew to Florida).

> I looked over the car and negotiations began. I said; "no way, the BOSS stays. Do what you have

In the meantime we went to Disney World. My swapper. I figured I might run across a nice mind wasn't on Mickey Mouse at all. I was more BOSS Mustang or Shelby in it that I could concerned with a certain blue snake. I finally afford as another toy. (I already owned a 1970 called the owner, from Disney World at a pay

Next day we drove back and sealed the deal. something not as clean as my BOSS. I wasn't Included in the agreement was delivery of the Cobra to Michigan. Finally the car arrived, a couple of days late. The semi bringing it up broke down. That made me crazy for awhile, until it arrived.

Now everthing is calm again and I finally have a Cobra. A 1965-289 Cobra number CSX2503, Guardsman Blue with a black interior.

I'll never forget my most expensive vacation!

### Shelby Fever

By Kurt Fredrickson

We Shelby and Mustang car buffs are a unique breed. Most other people think a car is for transportation to and from the store or from their work. These people feel, and I quote; "55 mph is a fast enough" driving speed on our highways is their excitement for the day, we all know better. We have grease under our fingernails, maybe a little gasoline on your breath and enough car knowledge to hold an intellectual conversation with even Carroll Shelby without feeling inferior. We share the same interests and love for our cars and are eager to talk about them, or help a fellow owner out if he or she has a problem. Now, that's what makes this club so great. Although our club's motto is, "Ownership is Not Essential, Enthusiam Is", I'm sure that if you had a chance to own a nice shiny Shelby you would grab it in a second.

The best day to find a Shelby is on a Sunday. Now, your typical Sunday morning starts out something like this; you get out of bed at an early-late time which is earlier than a late-early time (well you know what I mean). Now you make a pit stop at the bathroom, then we get down to business and open the Sunday paper up. Well we look at the front page just to see what happened over night, then you put it down and go to the automotive classifieds, which in the "NEWS" is normally in four or five sections and always a maze and puzzle in itself. Now we skip over all the new car adds for now, even though they are tempting and have some good deals. That new Mustang is awfully damn fast this year, but hey, it's just isn't a Shelby.

Now, after you finally found the Antique-Classic section you skim to the Fords then on down to the Mustang's, then (be still my heart) the big "S" looking for any Shelby listed. Most of the time none will appear, but every once and a while there will be one, sometimes two listed with a higher that what your looking for price most of the time. Oh sure, once in a blue moon there will be one listed and what appears to be a pretty good deal. So, you hurry to the phone and dial the number and .... WHAT !!! The number is busy (this early in the morning). While your waiting to dial again your mind

plays tricks on you, all you can think about is that someone else is going to buy your Shelby. Time slows down, all you can do is dial and dial and finally it rings and someone picks it up. You ask what kind of shape it is in, the answer is "Not TOO bad", you think that could be anywhere from a non moving rust bucket, to a Shelby that just has a few chips in the paint job.

So you bet the sellers address and as long as it's not too far away, like South America, you go see it. New strategy plays a role in this if you are seriously thinking about buying this Shelby. You can't be driving up to the seller's house in your nice Shelby or other summer car and expect to bargain on the price, when finding more flaws on the car than what the owner told you over the phone. You'll have to drive your winter car (you know the one you don't mind rusting out from all the salt on the road) over to the seller's house. That way when he sees you he won't think your loaded with money, (which if you own these cars you are probably just about broke anyway). But wait a minute, you just can't pass up a Shelby advertised in the paper, you'll give away your first born to get your hands on this car (well, maybe).

It will need lots of T.L.C. and suck your bank account dry for some years while you are restoring your diamond in the rough (but that's another story). It's yours now and this is the fun part, right!

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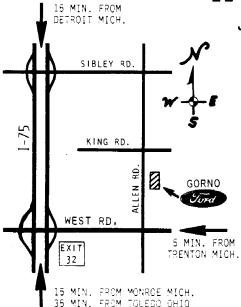
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(cut and mail here)

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