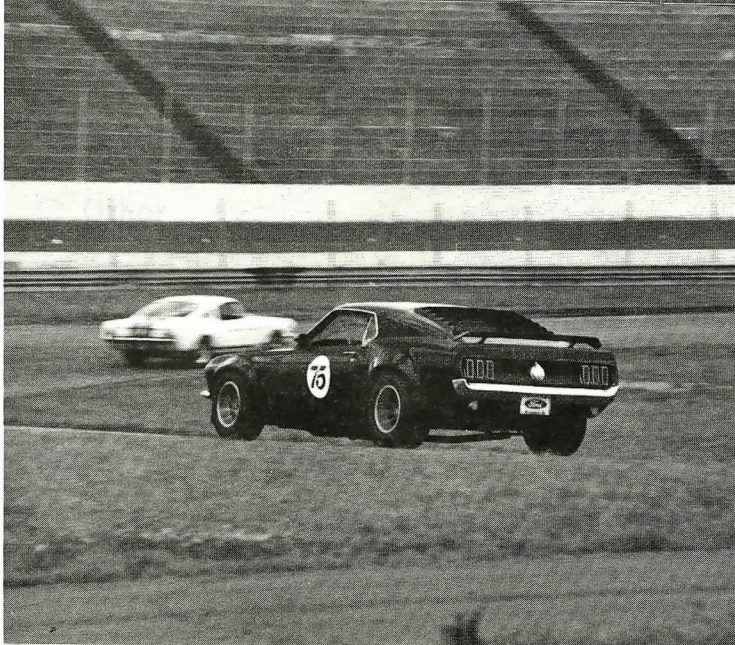
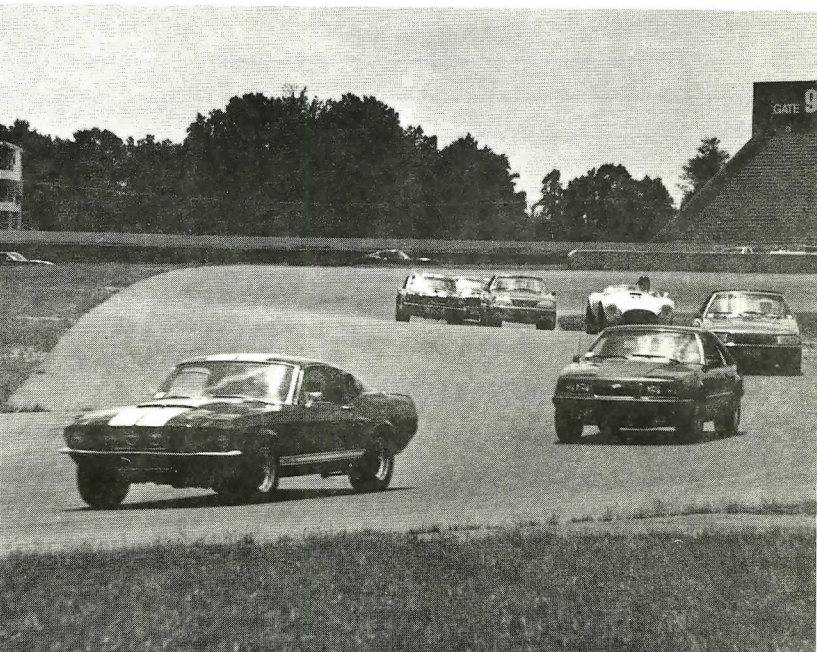
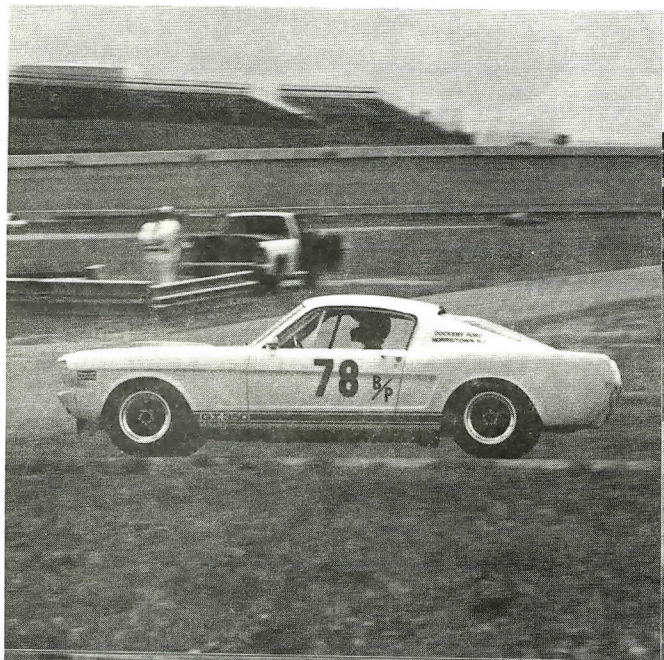


Shelby Life

JULY / AUGUST 1987

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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.

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PIZZA HUT ----> ☐

MEETINGS

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.

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Ford's Pony will run a little longer

Mazda coupe named Probe; Mustang extended to '91

Good news for fans of the rear-drive Mustang; Ford insiders predict the car will continue through the 1991 model year, and a new one may replace it in '92. Ford is designing an airbag for the car, which would only need one if sold beyond 1990.

On another front, Ford has contracted Jack Roush - whose Ford-based racers have been leaders in the SCCA Trans Am and IMSA GTO circuits - to develop a special 25th Anniversary Mustang for 1989. Roush is expected to crank up a real screamer of a special edition for the event.

Ford earlier said today's Mustang would die after 1989, and won't comment about extending the run. The issue is on the negotiating table with the UAW. Continued production at the aging Rouge assembly plant in Dearborn, where Mustang is built, remains in doubt.

Ford originally planned to replace the Mustang with a version of the Mazda MX-6 coupe (based on the new 1988 626) built at Mazda's Flat Rock, Mich. factory. Plans to call that car the Mustang IV were dropped when Ford was deluged with protests. More than 4000 letters protesting the action reached Dearborn, most of them after *AutoWeek* revealed details of the plan on April 13th of this year. The Mazda-built car will now be called the Ford Probe.

With today's Mustang surviving through 1991, Ford has time to design a replacement for '92. It has two choices; a more powerful fwd or 4wd Probe, or - more enticingly - a Mustang sharing the 1989 Thunderbird/Cougar platform. A shortened version could become the all new Mustang. That idea was rejected earlier, when

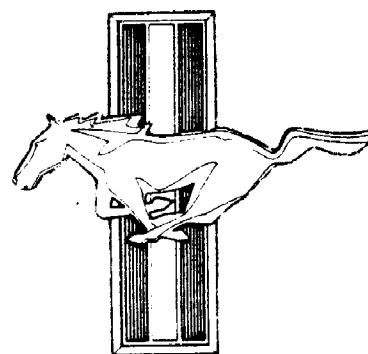
Ford decided the T-Bird's advanced features would make it too expensive for a Mustang.

Now, though, tooling costs for the short chassis might be shared with a Lincoln two-seater like the Ghia-designed Vignale that toured last year's auto shows. With T-Bird, Cougar, LSC, Vignale and Mustang sharing parts, volume could reduce unit costs.

Reprinted from *AutoWeek* - August 31, 1987

Mustang GT History

By Michael Updike



The Ford Mustang was introduced on April 17, 1964 as a 1965 model. There was no "GT" series. Rather, there was a "GT" option or package which consisted of a dual exhaust system with chrome exhaust extensions or trumpets, a "Special Handling Package" (basically, stiffer suspension components), special instrumentation and special trim. The package was later expanded to include power front disc brakes. The "GT" option was only available on 4-barrel V8 engines. The "sticker" cost of the package, with power front disc brakes, was \$165. Although exact production numbers are not available, it is believed the "GT" option was popular in 1964-1965, with upwards of 50,000 Mustangs with "GT" package produced.

The "GT" option was continued in the 1966 Mustang, although the special instrumentation was deleted. The special instrumentation had been made standard on all Mustangs at the start of the 1966 model run. The cost of the

"GT" option was reduced to \$152, presumably because of the deletion of the special instrumentation as part of the package.

The "GT" option was available on the 1967 Mustangs, although the price was increased to \$205 for no apparent reason.

The "GT" option was available on the 1968 Mustangs, with the price reduced to \$147. Apparently Ford had realized there had been no justification of the 1967 price increase!

The final year for the "GT" package was 1969. In that year Ford introduced the Mach 1 Mustang series, which basically had all of the "GT" option components as standard equipment. There was, though, no change in the makeup of the "GT" option, and its price remained at \$147. The 1969 "GT" could be ordered only on base Mustangs with the larger V8 engines. Fewer 1969 Mustangs had the "GT" option than any other first-generation Mustangs, and some experts believe a genuine 1969 Mustang "GT" is worth as much as 25% more than an identical, but non-"GT" equipped, Mustang. It is believed that well less than 1,000 1969 Mustangs had the "GT" option, and the number could well be in the low hundreds.

From 1970 to 1981, the "GT" simply disappeared from the Mustang model and option lists. In 1982 the "GT" came back as one of four different series in the Mustang line. The "GT" was the most expensive 1982 Mustang, costing \$1,207 more than the next most expensive model, the "GLX". The "GT" was available only in the three-door coupe (i.e., the hatchback), and featured a 157bhp/302cid V8, a 4 speed manual transmission, fog lamps, aluminum wheels, front and rear spoilers, a non-functional (but neat looking) hood scoop and special trim pieces. The "GT" could flirt with sub-16 second quarter mile times. More importantly, the 1982 "GT" gave the "feel" of the classic American muscle car that had

largely disappeared following the 1973-74 "Energy Crisis".

The "GT" was substantially upgraded for the 1983 model run. Horsepower was increased to 175, primarily through the addition of a large 4-barrel carburetor. Midway through the 1983 model run, the 4-speed was replaced by a 5-speed. The 1983 "GT" was a solid 15.5 second quarter miler.

The 1984 "GT" was originally scheduled to be upgraded to 205bhp through the use of stainless steel exhaust headers and a variety of other improvements. Prototypes developed piston problems, however, and the 1984 "GT" was mechanically identical to the 1983 model. The 1984 "GT" was available for the first time with an automatic transmission, but a less powerful, throttle-body fuel injected, V8 was used. There also was a "Turbo GT" which had a turbocharged 4 cylinder engine. Also in 1984 Ford produced a limited run of 20th Anniversary Mustang "GT"s, most with the 175bhp/302cid V8 and 5-speed. However, some convertibles were made and a few even had the turbocharged 4-cylinder engine.

The 205bhp engine was ready for the 1985 Mustang "GT". Some additional improvements were made, including the use of a racing-style roller lifter camshaft. The engine's horsepower was increased to 210. The "GT" was available in both the fastback and convertible, but not the 2-door coupe. The first generation Mustang "GT" option had been available in any body style, coupe, fastback or convertible. The 1985 Mustang "GT" cost \$2,540 more than a base Mustang - rather a far cry from the first "GT" option price of \$165!

The 1985 Mustang "GT" 5-speed - such as the black beauty that I personally own - was easily the fastest Mustang "GT" since the 1969 "GT" 320bhp/390cid V8. Indeed, the 1985 "GT" might well have been faster. Most tests indicated it

was a solid high 14 second quarter miler. It was one of the most widely tested and reviewed cars by the American automotive press in at least a decade, and received almost uniformly favorable reports. Most liked the car's 1960's "muscle car" flavor, strong performance and (comparitively) low price. A few found the styling a little dated - the basic body shell was seven years old in 1985.

One last item worth mentioning is that Ford mandated the 1985 Mustangs to be the last of a breed. The cars built in this model year were to be the last to offer a carbureted engine, all future engines would be offered with computer controlled electronic fuel injection only, even the 4 and 6 cylinder models.

The 1986 Mustang "GT" was visually identical to the 1985 "GT", but featured a tuned port fuel injection system and a true dual (i.e., two catalytic converters) exhaust system. The engine was downrated for technical reasons to 200bhp, but most tests indicated the 1986 "GT" was slightly faster through a quarter mile than the 1985 "GT".

The 1987 Mustang "GT" has been extensively restyled, to very mixed reviews. The car's louvered taillights probably created the most controversy. Engine refinements raised the horsepower to 225. The 1987 "GT" has a solid mid 14 second quarter capability, with a top speed in excess of 135 mph. Possibly because the "GT" styling was controversial, a growing number of Mustang buyers opted to put the "GT" drive train in the plainer (and less expensive) "LX". Actually, the "GT" drive train had been an option in other Mustangs since 1982 but were rarely seen until the 1987 model. The 1987 "GT" is, despite its styling controversy, far and away the most successful of the current generation "GT"s. Reliable reports indicate Ford actually had some 10,000 unfilled orders at the end of this year's production run - the

company simply ran out of parts (particularly engines) to build the cars!

As previously indicated, no production figures are available for the 1965-69 Mustang "GT"s, although reasonable estimates range from 100,000 to 200,000. The following information on current "GT" production may be taken as authoritative:

1982 -	25,739	(19.7% of production)
1983 -	27,649	(22.9% of production)
1984 -	32,914	(23.3% of production)
1985 -	42,428	(27.1% of production)
1986 -	50,456	(22.5% of production)
1987 -	60,000	(estimate, approx. 30% of production)

The overwhelming success of the "GT" in the 1984-86 model years, almost certainly spelled the death of the high-tech Mustang SVO. Only 9,309 SVOs were produced during the three model years it was available, as opposed to 125,798 "GT"s. The SVO was available only in the fastback, featured a sophisticated and powerful turbocharged/intercooled 4-cylinder engine, 4-wheel disc brakes, various suspension improvements and unique trim. It was considerably slower through a quarter mile than a "GT", yet cost several thousand dollars more. In retrospect, it is not difficult to see why the "GT" outsold the SVO by a factor of more than 13 to 1!

ED NOTE: For those of you out there who may share Mike Updike's interest in the "GT", there are two "GT" registries you can contact to collect further information:

1965-1969 Mustang GT Registry
16830 Stahelin
Detroit, Michigan 48219

20th Anniversary Mustang Registry
17 North Maple Avenue
Leola, Pennsylvania 17540

Tell them you read it in Shelby Life !

Carroll Shelby serves as Honorary Judge at Chicago Historic Races

Carroll Shelby, former champion racer and builder of the classic Cobra sports car, was one of many honored guests at the 7th Annual International Challenge Historic Races held July 17-19 at Road America road course in Elkhart Lake, Wisc.

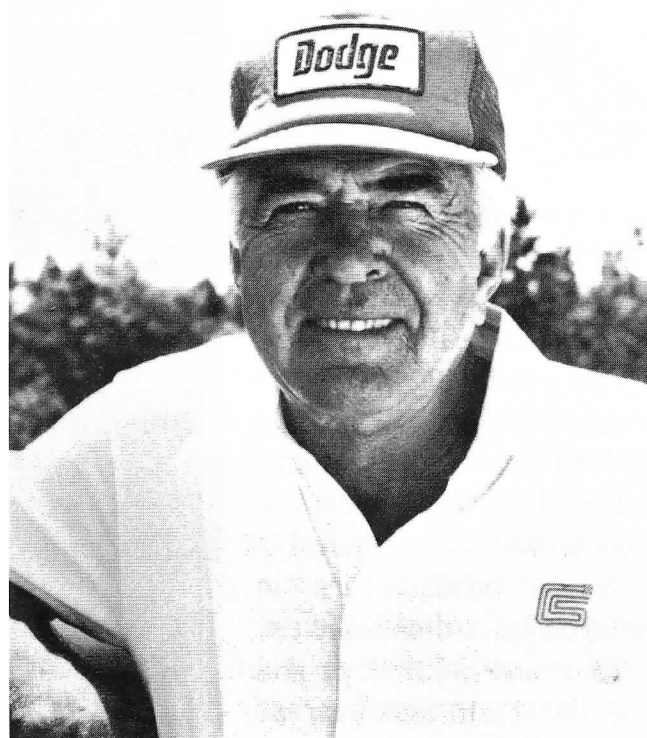
Shelby served as an honorary judge at the International Challenge Concours d'Elegance, sponsored by Hanley Dawson Motorcars of Chicago and Sears Craftsman. The Concours was held on July 17th and 18th, in the town of Elkhart Lake and culminated Sunday afternoon at Road America.

Aston Martin was the featured marque at this year's event and a historic endurance race sponsored by Aston Martin pitted its team against the Ferrari and Jaguar contingents. Shelby, a former Aston Martin team driver, was reunited with his former teammates, including racing legend Stirling Moss.

Carroll Shelby became a professional racer for Aston Martin after meeting John Wyer of the British Aston Martin team in 1954 during an Argetinian race. Shelby and Wyer raced together until 1959. Shelby was co-driver in the winning Aston Martin at Le Mans in 1959.

Shelby won two SCCA championships, in 1955 and 1957. He also captured the USRRC title in 1960, just before being forced to give up his racing career when diagnosed with a heart ailment, but immediately began looking for a new venture. That venture became the Shelby Cobra, the first and only American-conceived car to win the FIA International Manufacturer's Championship for grand touring cars. He soon followed up with the popular Shelby Mustang.

Shelby's Cobras began racing in earnest in



CARROLL SHELBY

Somebody get this guy a hat !

1963 and quickly dominated SCCA events as well as capturing the Manufacturer's crown at Sebring. In 1965, Shelby-designed-and-built Cobra sports cars wrestled the GT title from Ferrari, the first and only time American-conceived cars managed to do so.

Shelby has been a performance consultant to Chrysler Corporation, mostly their Dodge Performance Division, since 1982. Currently Shelby Automobiles, Inc. is assembling the Shelby GLHS limited edition at his new facility in Whittier, California. The GLHS, dubbed as, "the fun car for serious drivers", is based on the turbocharged Dodge GLH. Shelby also directs the Chrysler Shelby California Development Center in Santa Fe Springs, California.



SAAC 12

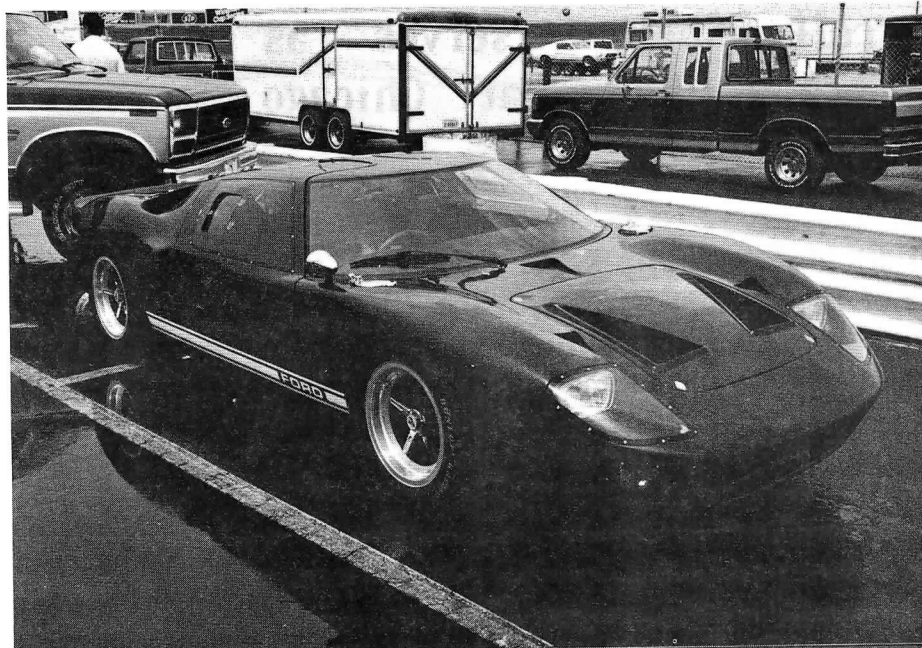
Text and Photos
by Dean V. Ricci

All I can say is that those of you who did not attend this year's National Convention really missed quite an event, one that will not easily be duplicated, and long remembered. It didn't start out that way though.

Upon arrival at the hotel / convention headquarters in Charlotte, NC. I didn't get the bombardment of Shelbys and Fords like I did last year at Mid-Ohio. That first night I had a thought in the back of my mind that this event was going to be sparsely populated. Maybe driving the course at Charlotte Motor Speedway wasn't going to draw the people out like everyone thought. Oh how wrong I was.

The next morning, before driving to the track, the Motor City Region contingent decided to meet for breakfast at 6am. Well, I can't eat that early on an empty stomach, so I slept an extra hour (after all I was on vacation) and left direct for the track.

I got there early enough to get the car teched right away and had plenty of time to wander around the swap area.





I also took time to convince myself that going out on a foreign track at 10am with a new car to cheat death at ungodly speeds, might not be the best way to spend a vacation.

Well, when the driver's meeting finished and it was time to go "on course", I convinced myself nothing bad would happen and it was time to take advantage of this opportunity.

After I completed my first session at speed, what can I say, I couldn't wait to get back out there. Aside from battling the heat of the cockpit and a couple of over-aggressive Cobras, I had some "BIG FUN".

Aside from my experiences, I think every vintage Ford powered race vehicle in existence was here for the weekend. So much for my earlier explained light attendance theory.

The big disappointment for me was the lack of "real" cobras and GT 40s. There were so many around at Mid-Ohio and Dearborn last year that I guess I kind of got spoiled.

Before I forget, if you ever travel out of town with Rich Tweedle or Kurt Fredrickson, don't ask them for directions (ha - ha). I can't really fault them, there were so many distractions around. (with 4 wheels)

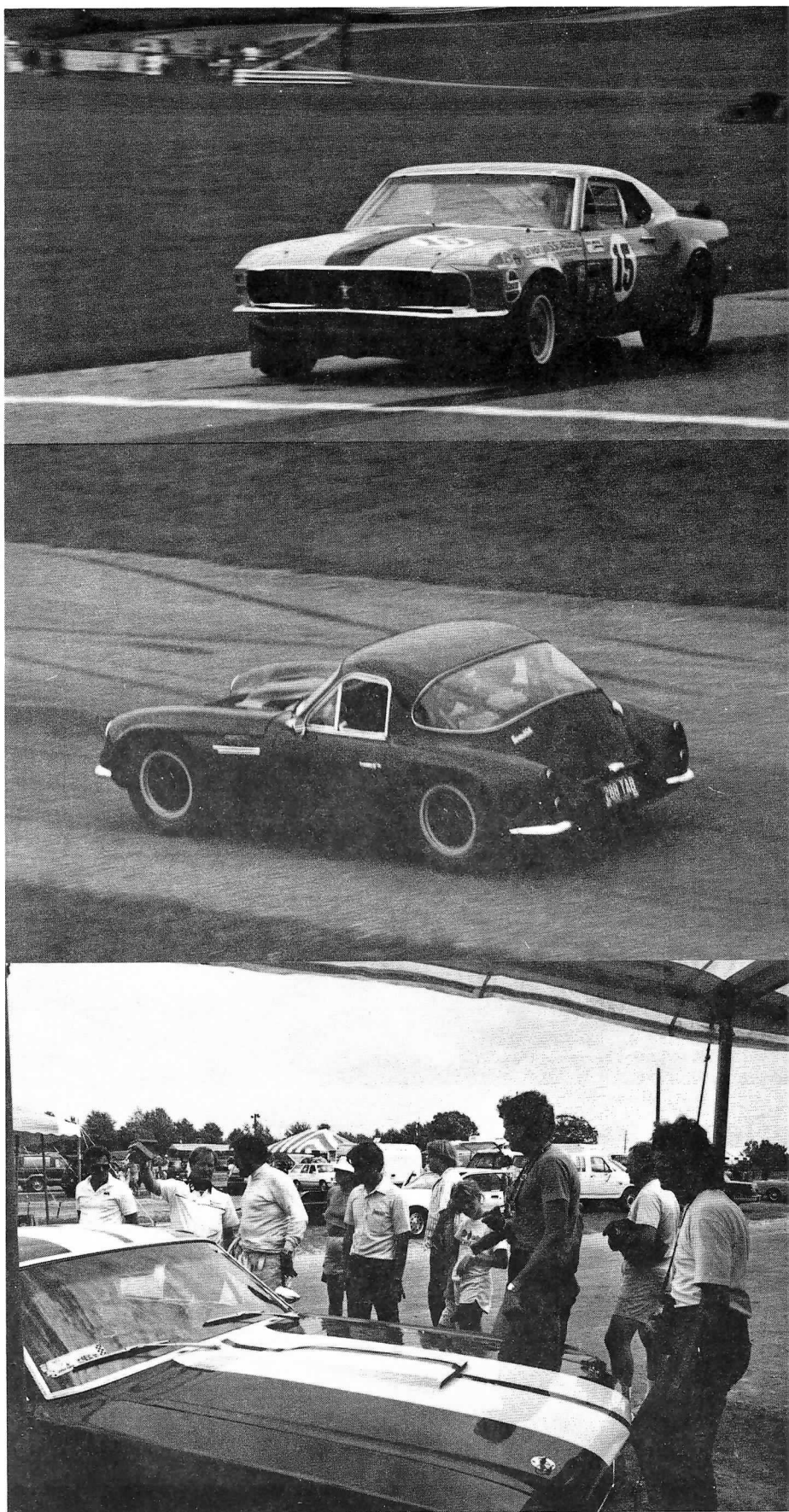
Meadow Brook Historic Races III, the Debut of Team Shelby

Text and Photos by Dean V. Ricci

So this is the shape of things to come. We all have to get busy finding vintage Ford powered racers. Watching one Shelby on the track at a time leaves a little to be desired.

That was my comment, now on with the story. This year the third annual vintage races culminated at Waterford Hills Road Course July 31 - Aug 1 & 2. Surprisingly, attendance was way off compared to last year's event. First of all, the Wild West Racers from California didn't show up. They had about 5 or 6 six cars between them. The fellow that wrinkled up his Cobra last year coming off the hilltop didn't return, probably still has the bodywork on the ironing board - or is waiting for his wallet to come back from the cleaners! Andthe GT 350 "R" model from Chesaning, Michigan didn't show up either, wonder what he was up to. I talked to the fellow that owns this car last year. He said he was tired of racing it and was letting his





son race the car. Can you imagine this scene, "Hey dad, can I borrow the keys to the race car?"

Well so much for who didn't show up. Two of Motor City Region's finest were in attendance and turned in good performances. But there's a story here.

First off, Team Shelby piloted by club director Tom Greene. Now Tom is not known for his demure driving habits, so when he took to the course in his red GT 350, you saw some people hide behind barricades. Ya, he put it in the dirt once or twice. When Tom lost his exhaust system in practice, it looked like a long weekend. But then Tom went through the driver's school and spent some time with Tim Evans (a pro road racer and FIA license holder - a Formula One license if you will). He learned you go fast by being smooth and smooth out he did.

Team Shelby also spent a few late night "garage" sessions back in Plymouth, MI. You can get complete details from Jeff Meinicki, the head mechanic and parts jobber of the team.

Our other club member who took to the track was Ed Ludtke with his ex George Follmer 1970 Boss 302 Trans Am Mustang. continued page 13



From Checkered Flag to Checkered Career, Carroll Shelby takes all of life's curves Flat Out

Carroll Shelby peers intently into the glove compartment of his newly delivered four wheel drive van. "Shoot," he says, "they forgot my radar detector."

As Shelby fires up the engine, a passenger wonders what he's let himself in for. The man

at the wheel, after all, is an auto racing legend, winner of three American driving championships and a slew of European events including the ultimate mind and machine mauler, the 24 hours of LeMans. This is also the man who planted a fearsome Ford V8 into a nimble roadster and called the combination a Cobra, an explosive package now worth at least 10 times what prescient car buffs paid for it back in the '60s. Then there were the Shelby modified GT 350 Mustangs, so hip that James Garner drove one in the 1966 Cinerama



"I don't do anything for very long that I don't enjoy," says Shelby (on his Texas ranch above and, in 1956, in a Ferrari).

eyepopper *Grand Prix*.

But that was ages ago. The man in the driver's seat now is a white haired, bespectacled grandfather with 64 years on his odometer and the scars of two open-heart operations on his chassis. In February of '87 he was inducted into the Automobile Hall of Fame. He was chosen to drive the pace car at the Indianapolis 500, a ceremonial job requiring discipline and restraint. Surely he's closer to needing a pacemaker than a radar detector.

Wrong. Within moments Shelby is twisting along the back roads of East Texas at a hair raising 80 miles an hour. Steering with one hand, he pivots in his seat to point out local landmarks. His reaction to stop signs is selective. Only one thing slows him down.

"Oops, there's a sheriff," he says, throttling down to 60 or so.

A cruise-control temperment has never been on Shelby's list of standard equipment. At present he operates a high-tech Brahman cattle-breeding center on part of 4,000 acres he owns in and around Pittsburg, Texas. Customers come from as far away as Thailand to stock their herds. For pleasure he raises miniature horses, which command up to \$40,000 a piece at market.

Last October, Shelby sold Carroll Shelby

Industries - an automobile wheel making company with factories in McKinney, Texas and Gardena, Calif. - to Phillips Industries for \$15 million. He still owns the Goodyear Racing Tire distributorship for 14 Western states, and at Shelby Automobiles in Whittier, Calif., 10 Shelby modified Dodge Lancers roll off the assembly line every day. The Shelby American Museum, scheduled to open in 1988 in Dallas, will display 70 models of Shelby designed and raced Cobras, Mustangs and Ford GTs.

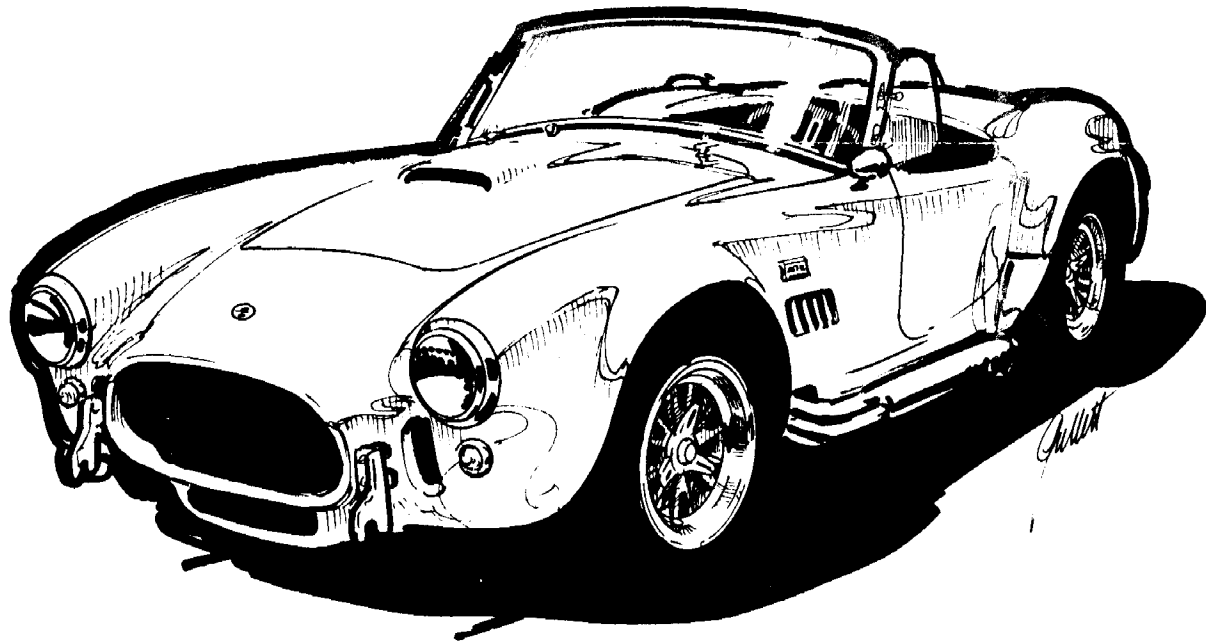
Then there is the chili powder. In 1976 Shelby drummed up a chili cook off to help sell a ranch he owned in the one horse Texas town of Terlingua. When that became an annual event, he began handing out - and later marketing internationally - **Carroll Shelby's Original Texas Brand Chili Preparation** - little brown packets of flour and spices promising to "shake the meanness out of the most ornery, leather mouthed chili-head that ever was born."

"He wants to be the best," says Texas cattleman Monty Banks, "and he wants to do it fast."

When Shelby was 9 and his *continued on page* 14



Shelby, lofting a new kid, says, "being around animals is the hobby I care about the most."



Vintage Races (continued from page 10)

Now Ed didn't get a lot of track time, but he did say he enjoyed himself.

You see, Ed showed up at the track with a new Boss motor with only a few hours on it. Coincidentally, he had a hell of a time trying to get the thing to run.

I visited with him and Ken Luba in their paddock space quite a few times, for a while it looked like he wouldn't get one lap the whole weekend.

After countless hours of "wrenching", the Boss team was ready to do battle. Unfortunately as they took to the track, the hungry Boss ate it's air cleaner element.

You've got to have a lot of respect for this guy Ludtke. He has this beautiful car, with a lot of time and money invested in it, and the damn thing does nothing but give him fits. But the whole time while Ed is dying inside, he kept his composure, never got angry in front of anyone

and just waited out the storm. If I were in his shoes, that car would of had several kick marks and probably would have been sold the following weekend.

But in the end, the Boss 302 got all sorted out and put in a good day of racing on Sunday. It's next appearance was scheduled for Watkins Glen in September.

So aside from our car shows and swap meet activities, our club members are now venturing into the uncharted waters of road racing. There are a lot of reasons why this is very good for our organization, but it all boils down to one underlying philosophy.

Our old cars (and new) are to be heard, not just seen in some asphalt lot on a Sunday afternoon. There is nothing wrong with car shows, as long as you also show your car show spectators why we own these cars. Such is the order of business in the Motor City Region.

family was living in Dallas, he learned he had a heart murmur and was forced to rest each afternoon while his playmates ran free. He's spent the rest of his life making up for that. With the blessing of his father, a postman, he cut high school classes to hang around "bull rings," the dirt ovals where the locals raced stock cars. After serving as a test pilot and flight instructor during World War II, Shelby trucked building supplies to the burgeoning Dallas suburbs before making a profitable move into chicken farming. Then, in 1951, an outbreak of Newcastle disease wiped out his stock in two days. "I said, 'To hell with it,'" he recalls. "I've always wanted to drive race cars. I'm going to do it."

Competing in his bib overalls and black cowboy hat against titled playboys in silks and leather, he became one of the world's best known and most colorful drivers. The glory days lasted until 1960, when angina attacks forced Shelby to do what two brutal crashes hadn't: quit driving. He shifted gears without missing a beat. "What I wanted to do was build an automobile," he says. In 1964 the Shelby Cobra became the only American sports car ever to beat Ferrari and win the GT class of the World Manufacturer's Championship. It also inspired the popular Shelby GT 350 Mustangs, a collaboration with Ford.

But when Shelby saw the muscle car era begin to fade in 1970, he broke off with Ford and split for Africa, where for the next six years he ran big-game safaris. After attending a particularly bloodthirsty "sportsmen's meeting" in 1980, he was conscience stricken enough to quit hunting completely. "I must have shot over a hundred elephants [over the years]," he admits. "I wasn't very proud of myself."

These days Shelby has plenty of places to hang his hat. He rents a house in Bel Air, Calif. and owns a vacation home on Lake Tahoe, a

a three bedroom condo in Dallas and two islands of 20,000 acres each off Mexico's Pacific coast. He breeds cattle on one and fishes off the other, scouting his 5,000 acres of dunes and 40 miles of private beach on an all terrain vehicle.

Yet there is one thing Shelby doesn't have. Back in the 40's, when he was in the Army Air Corps, he wooed his future bride, Jeanne Fields, by dive-bombing her Dallas lawn with love letters ticked inside airman's boots. When their daughter and two sons were growing up, Shelby admits, "I didn't have time for my children much. I wasn't a very good parent; I had a pretty unhappy home life." He and Jeanne were divorced in 1960, and now, Shelby says, "she doesn't speak to me."

In his own way Shelby is doing what he can to make up for the bad times. In Holly Springs, Texas, 10 miles down the road from his Pittsburg ranch, he has dammed a spring to form a 60-acre lake where his children and seven grandchildren - and someday their children - will be able to fish and play. Not your garden variety backyard project, Shelby's earth and clay dam rises 32 feet and spans a gorge 600 feet wide. Nearby, in the kitchen of his Holly Springs ranch, Shelby makes corn bread and chili for guests and serves it himself, buffet style, by the family room fireplace. At night he beds down with an armload of automotive magazines and reads himself to sleep as a Mozart or Jim Reeves cassette plays on the night table. He rises early and makes about 50 calls a day, keeping tabs on his investments and interests. Among the latter are a pair of lawsuits - one against a former chili associate whom Shelby accuses of copying his bag design, the other seeking \$30 million from Ford Motor Company for using the GT 350 name on its 20th Anniversary Mustang. Lest the pressures of such matters leave him

feeling his age, Shelby will hop into his staid looking but formidably souped up Chrysler Fifth Avenue and go looking for yuppies at stop-lights. Cradling his cellular phone on his left shoulder, Shelby slouches in his seat to show his white hair, then begins gunning his engine. When the light changes, Shelby buries the competition in a cloud of smoking rubber. "Porsche and BMW drivers are arrogant," he says with a big Texas laugh. "I love to blow them off." -- **JACK KELLEY**

Reprinted from PEOPLE magazine 6/1/87

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 preferred (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

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(recorded message)

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Jeff Conrad
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S.B. Cobra
Coldwater, Michigan

Steven Kafont
Jackson, Michigan

John Cervenak
Royal Oak, Michigan

Shelby American *RACING !!!*



CLASSIFIEDS

Wanted: (2) 15" Magnum 500 style wheels (such as off a '72 Gran Torino - trim rings not required) Steve 773-9588

Wanted: 1 set of headers for 2bb1 Cleveland heads. Jim 581-3483

For Sale: Boss 302 carb 1970 rebuilt \$120. Miscellaneous 500 to 700 cfm Ford and Holley carbs. Boss 351/351H0/351CJ service carb (4300D) manual trans \$80. Mike Riemenschnieder 459-1348

For Sale: '68 390 Mustang Fastback \$2500 or best offer. Kevin 851-1920

For Sale: Hays pressure plate for small block Ford, street/strip version. Wanted: need (2) two high back tilt type bucket seats. Any color is ok. Bob Craig 427-4196

For Sale: 1970 Mustang Mach 1. Good condition, drive train has been removed, but 90% on hand. Priced to sell. Contact Bob Craig 427-4196. No Rust, great project car.

For Sale: '87 Mustang GT tires and wheels \$800 Jim 464-3010

For Sale: Chrome Engine Dress

up Kits - New - for 260, 289, 302, 351W, and sets for 351C, \$30. 351C exhaust manifolds - used - from 1970 4V engine, sand blasted and painted with Eastwoods stainless steel high temp exhaust paint. Best Offer Steve 773-9588

Wanted: 68 Shelby Shoulder Harness (seat belts) Glenn Bates 662-2684

For Sale: Holley Carbs 600 cfm Ford 4300 service carb for Boss 351/351CJ Mike Riemenschnieder 459-1348

Wanted: 79-87 Mustang seats, black. Also read end. Lee 562-5530

For Sale: '81 Granada 4dr. 44,000 miles 4 cyl very good condition. Auto PS PB Stereo, Rust proofed. Priced to sell at \$1600. Lee 562-5530

For Sale: Complete 79 1/2 Mustang pace car decals \$225 John 681-3512

For Sale: 15x7 Alloy wheels fits late Mustang etc. Enki 92 copies. Brand new. Make offer Dave 464-1639



SHELBY AMERICAN AUTOMOBILE CLUB
MOTOR CITY REGION
APPLICATION FOR MEMBERSHIP

Annual Dues \$12.50

Please type or print clearly.

Name _____
Spouse _____
Children _____
(to be used in planning social events)

Address _____
City _____ State _____ Zip _____
Phone-Home _____ Work- _____

VEHICLES			CONDITION			
Type:	Year:	Color:	In Restoration	Fair	Good	Show Quality
_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What are your interests:

- ☐ Autocross ☐ Drags ☐ Car Shows ☐ Social Events ☐ Rallies (Non Speed)
☐ Parts Swap ☐ Tech. Seminars ☐ Other _____

Are you willing to help with club activities:

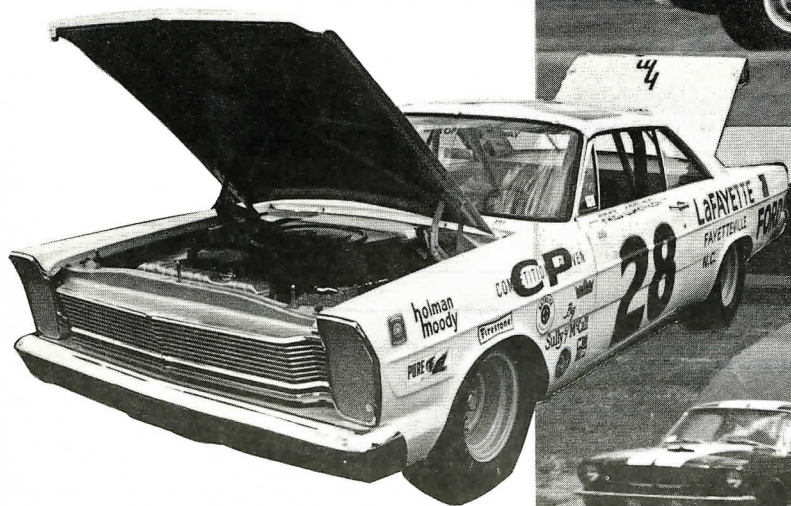
- ☐ Newsletter, Mailings ☐ Planning & Organizing Events ☐ Working at Events
☐ Other _____

Are there other ways in which you may help the club:

Such as parts discounts, trophies, making signs, technical assistance, club jackets, etc.

Mail completed application with check or M.O. for \$12.50 to:
SHELBY AMERICAN AUTOMOBILE CLUB, Motor City Region

P.O. Box 4008
Dearborn, Michigan 48126



SHELBY AMERICAN AUTOMOBILE CLUB

MOTOR CITY REGION

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