

# SHELBY LIFE

SHELBY AMERICAN AUTOMOBILE CLUB  
Motor City Region

NOVEMBER/JANUARY 1990 VOLUME: 15 NUMBER 1





# SHELBY AMERICAN AUTOMOBILE CLUB

## MOTOR CITY REGION

### APPLICATION FOR MEMBERSHIP

(CHECK IF)

☐ NEW MEMBER

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<br>Restoration        | Fair                     | Good                     | Show<br>Quality          |
|-------|-------|--------|--------------------------|--------------------------|--------------------------|--------------------------|
| _____ | _____ | _____  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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#### 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 Life

SHELBY AMERICAN AUTOMOBILE CLUB-MOTOR CITY REGION

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Opinions expressed in this publication are not necessarily those of the Motor City Region, its members, officials or advertisers.

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

P.O. Box 4008  
Dearborn, MI 48126

## **Club Directors**

|                |                 |
|----------------|-----------------|
| Operations     | Tom Greene      |
| Competition    | Ed Ludtke       |
| Technical      | Richard Tweedle |
| Show & Go      | Mark Corioh     |
| Show & Go Asst |                 |
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|                     |       |
|---------------------|-------|
| Full Page .....     | \$ 40 |
| 1/2 Page .....      | \$ 30 |
| 1/4 Page .....      | \$ 20 |
| Business Card ..... | \$ 5  |

# 1990 Calendar of Events

| <u>DATES</u> | <u>DAY</u> | <u>EVENT</u>  |
|--------------|------------|---|
| 01/04        | THU        | Club Meeting - Pizza Hut  |
| 02/01        | THU        | Club Meeting - Pizza Hut  |
| 02/15        | THU        | Autorama Setup Day - (313) 977-0434   |
| 02/16        | FRI        | Autorama at Cobo Center   |
| 02/17        | SAT        | Autorama at Cobo Center   |
| 02/18        | SUN        | Autorama at Cobo Center   |
| 02/25        | SUN        | Winter Swap Meet at Gorno Ford in Woodhaven.                                    |
| 03/01        | THU        | Club Meeting - Pizza Hut  |
| 04/05        | THU        | Club Meeting - Pizza Hut  |
| 05/03        | THU        | Club Meeting - Pizza Hut  |
| 06/03        | SUN        | Show and Go at Northville Downs   |
| 06/04        | MON        | Open Track Event at W.H.R.R.I.  |
| 06/07        | THU        | Club Meeting - Pizza Hut  |
| 07/04        | WED        | SAAC Convention Open Track at Mid Ohio  |
| 07/05        | THU        | SAAC Convention at the Dearborn Hyatt ?<br>Club Meeting at the Dearborn Hyatt ? |
| 07/06        | FRI        | SAAC Convention at the Dearborn Hyatt ?   |
| 07/07        | SAT        | SAAC Convention at the Dearborn Hyatt ?   |
| 08/02        | THU        | Club Meeting - Pizza Hut  |
| 09/06        | THU        | Club Meeting - Pizza Hut  |
| 09/16        | SUN        | Fall Car Show at Gorno Ford in Woodhaven.                                       |
| 10/04        | THU        | Club Meeting - Pizza Hut  |
| 10/07        | SUN        | Open track event at W.H.R.R.I.  |
| 11/01        | THU        | Club Meeting - Pizza Hut  |
| 12/06        | THU        | Club Meeting - Pizza Hut  |

Note: Dates shown in calendar above are subject to change

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 7pm. Pizza is \$2/per person.

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< WEST --- EAST >

## 1990 ELECTION RESULTS

### SAAC - MCR OFFICERS

THE FOLLOWING MEMBERS WERE DULY ELECTED TO THE BOARD OF DIRECTORS AS SHOWN BELOW. THEY WILL SERVE FOR THE 1990 CALENDAR YEAR.

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#### COMPETITION DIRECTOR

Ed Ludtke 626-4312

#### TECHNICAL DIRECTOR

Rich Tweedle 791-0279

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Lee Swonder 562-5530

#### SECRETARY

Rodney Beckwith IV 474-0372

#### SHOW 'n GO DIRECTOR

Mark Corich 563-5403

#### ADVERTISING DIRECTOR

Phil Jacobs 879-8557

THE FOLLOWING PEOPLE WERE ELECTED TO THE OFFICER POSITIONS BELOW. THEY WILL SERVE FOR THE 1990 CALENDAR YEAR.

#### MEMBERSHIP CHAIRMAN

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#### ASSISTANT SHOW 'n GO DIRECTORS

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Jeff Meinicke  
348-9158

Ben Schiewe  
559-6743

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Ed Ludtke 626-4312

Tom Ploch

Mike Reimenschneider  
459-1348

Mark Sabuda

Jim Seisser 464-3010

Clay Stroup 798-8759

Tim Young

Robert Yockey 453-1139

Brian Fedoroff 464-8623

Driveability concerns, 68 T/A cars

Boss 302 T/A cars

Contemporary Engine Calib Issues

Holley Carburetors, Distributors,  
and Paxton Superchargers

Boss 429 Building and Performance

Reproduction Decals

69 and 70 GT350/500

Electronics and all things audio

Replica Cobra

Pantera

#### WELCOME NEW MEMBERS

EDWARD F. CALE  
JIM & JODY CRUDEN  
JOHN & SUSAN MOORE  
DENNIS PINKSTON  
STEPHEN R. SALATA  
STEVE & KIM WALDEN  
MARK YEGHIAZARIAN

# TECH TIPS

This is a reprint of a letter regarding the revision of the Early Model Mustang Suspension for increasing cornering capability. The letter, from Ford Engineering to Shelby American, explains the dynamics of the Shelby suspension changes. The template on the previous page is for the relocation of the upper arm pivot to help the camber angle under cornering conditions.

## Object of Revision

Obtain better front end cornering power, resulting in 'crisper' handling feel and quicker response characteristics. This should be accomplished without deterioration of basic understeer characteristics of 'Mustang' vehicle.

## Description of the Revision

Basically two parameters were changed with one physical alteration: The inner pivot of the upper arm was lowered 1.00 in. from standard Mustang, resulting in the following:

- Increase camber change (.06 deg/in. vs. standard 0 deg/in. around design height.)
- Increased front roll center height ( 4.90 in. vs. 2.60 in. standard Mustang.)

Change 'a' decreases the amount of front wheel lean with body roll (.7 deg/deg of body roll vs. standard 1.00 deg/deg of body roll). This means that the front wheels remain more nearly vertical to the ground under cornering, thereby improving their cornering power and 'bite'. The opposite to 'front end plowing'.

Change 'b' re-establishes the understeer balance by increasing slightly the front end portion of the total weight shift under cornering, thereby automatically decreasing slightly the rear axle weight shift. This is possible due to the improved wheel attitude condition of the front wheels (change 'a'), without reducing the 'plowing' of the front end.

Another benefit from the raised roll center height is a reduction of body roll by approximately 8 percent.

The overall net result of the above changes can then be summarized as follows:

- Improved handling through better response.
- Improved overall cornering power of the entire vehicle.

## Required component changes

- Relocation of Upper Arm Shaft: Two new holes have to be drilled for the lowering of the shaft. Their precise location is 1.00 in. below and .17 in. forward of the original holes.
- Steering Tie Rod Location: The inner ball joint of the steering tie rod has to

be raised .25 in. to obtain standard Mustang toe-steer characteristics. This can be done by either pitman and idler arm revision or by changing the crosslink, or by a combination of both.

3. Front Suspension timing: If the vehicle design height and front wheel rate (and frequency) are to be retained, the following new coil spring specifications are required:

- add .40 in. to spring height at design load.
- increase spring load by 4 percent at this new spring height.
- increase the original spring rate by 9 percent.

These changes are necessary because of the new lower spring seat location at design height (.40 Lower) and the increased ratio of wheel travel to spring travel (1.815:1 vs. standard 1.74:1)

4. Front shock absorber: It is possible to use the standard shock absorber. However this will decrease the rebound travel of the wheel from 5.00 to 4.75 in., which is not considered critical. If 5.00 rebound is yet to be maintained, it can be done by either an increase in the extended length by 3/16 in. or a pair of washers 3/16 in thick between the lower spring seat pivot and the upper arm.

5. Stop for jounce bumper: The relationship of the jounce bumper and the upper suspension arm in jounce has changed due to the lowering of the inner pivot. A strap of .150 in. thick steel, .75 in. wide and bent as shown on layout LRR-21950 is tack welded to the outer edge of the arm to provide a proper flat spot for bumper contact. It also insures a true 4.00 in. jounce metal-to-metal condition, which is important to avoid interference between the lower spring seat and the arm, as well as preventing excessive angularity of the upper ball joint stud in the existing opening.

Note: The beneficial effects of the front suspension revision also apply to a mustang vehicle equipped with the four-link I.R.S., as was proven with four experimental installations of this type. The attached graphs were taken from these designs.

Klaus H. Arning  
Vehicle Concepts Department  
Production Research Office

## Suspension Adjustment Guide:

| Adjustment               | To Increase Understeer | To Increase Oversteer |
|--------------------------|------------------------|-----------------------|
| Front Tire Pressure      | Lower                  | Higher                |
| Rear Tire Pressure       | Higher                 | Lower                 |
| Front Tire Section width | Smaller                | Larger                |
| Rear Tire Section Width  | Larger                 | Smaller               |
| Front Wheel Camber       | More Positive          | More Negative         |
| Rear Wheel Camber        | More Negative          | More Positive         |
| Front Springs            | Stiffer                | Softer                |
| Rear Springs             | Softer                 | Stiffer               |
| Front Sway Bar           | Thicker/Stiffer        | Thinner/Softer        |
| Rear Sway Bar            | Thinner/Softer         | Thicker/Stiffer       |
| Weight Distribution      | More Forward           | More Rearward         |

## Terms:

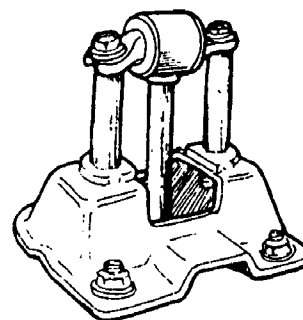
Understeer: Plowing or pushing of the front end when cornering

Oversteer: An outward sliding of the rear when cornering

Neutral Steer: Good traction front and rear when cornering

Use these spacers to provide more travel when the car is lowered, hood clearancing may be required

1-1/2" x 7/16" ID Sleeve  
2" x 5/16" Bolt



## Alignment Specifications

| Model                 | Caster        | Camber  | Toe     |
|-----------------------|---------------|---------|---------|
| 65 Stock Mustang      | -1/4°         | +1/2°   | in 9/32 |
| 66 Stock Mustang      | 0°            | +1/2°   | in 1/8  |
| 67 Stock Mustang      | +1°           | +1°     | in 3/16 |
| 68 Stock Mustang      | +1/4°         | +1°     | in 3/16 |
| 69 Stock Mustang      | +1/4°         | +3/4°   | in 3/16 |
| 65-67 Shelby Mustang  | +2°           | 0°      | in 1/8  |
| 65 R Model            | +2-1/2° to 3° | -1°     | in 1/8  |
| 79-89 Lowered Mustang | +1-1/2°       | -2-1/4° | in 1/8  |
| 74-78 Lowered Mustang | +2-1/2°       | -1°     | in 1/8  |
| 88 Saleen Mustang     | +1/2°         | -3/4°   | in 1/16 |

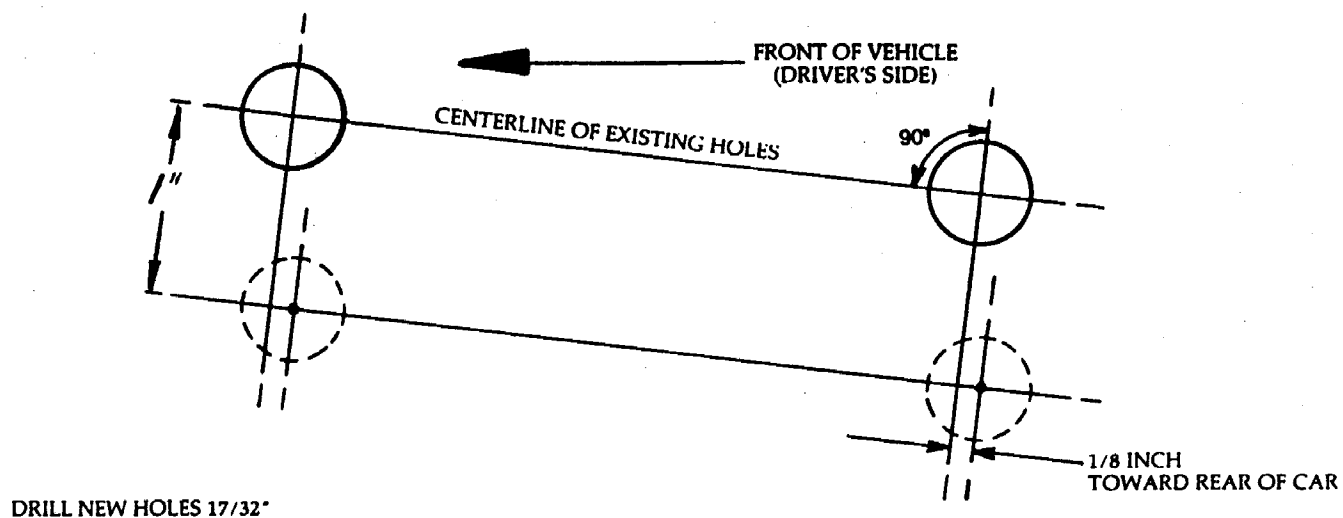


FIGURE 1  
1965-66 TEMPLATE

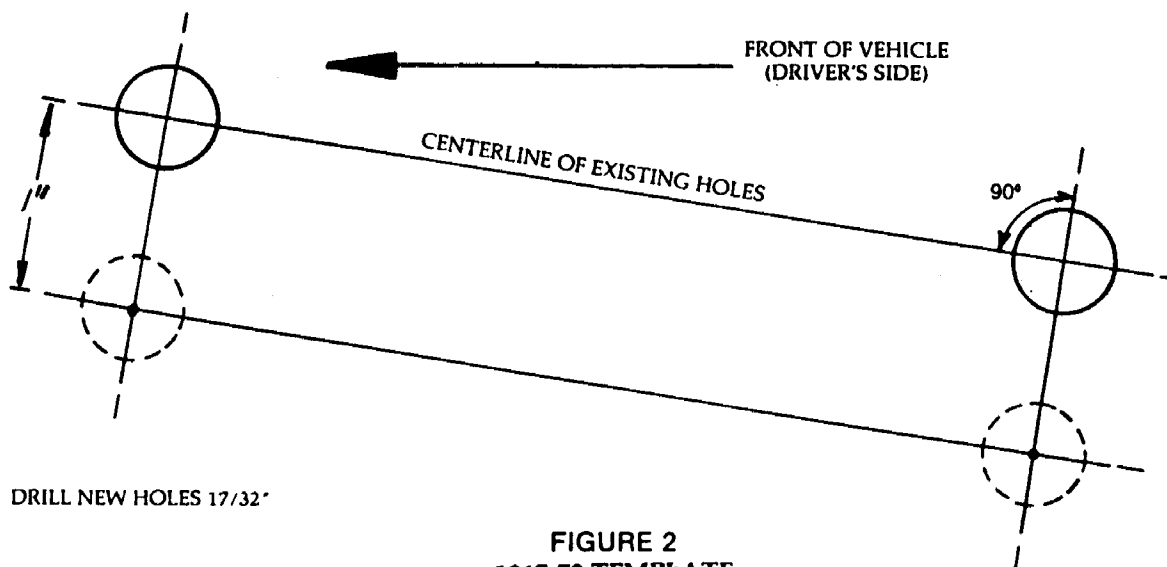


FIGURE 2  
1967-70 TEMPLATE



As an engineer at Ford Motor Company, I have had the opportunity to work on EEC-IV electronic engine control systems. From October, 1985, until October, 1987, I worked with a few other individuals on the EEC-IV fuel injection system used on the Cosworth 1.5 liter twin turbo V6 Formula One Engine. The engine was first raced at the San Marino Grand Prix in April of 1986 and was used for the rest of the season in the Team Haas Formula One Cars. After a disappointing season, Team Haas was disbanded. In 1987, the engine was used in the Benetton Formula One cars, driven by Teo Fabi and Thierry Boutsen. The '87 season was a partial success, although the engine never got a pole position or won a race. Since 1987, a normally aspirated 3.5 liter V8 has been used in the Benetton cars. I spent a large amount of time during '86 and '87 in Northampton, England helping Cosworth with the development testing. I also went to all of the Formula One races with the Benetton team, as well as many test sessions. The following is a highly condensed version of one race weekend - the French grand prix.

It's Wednesday, the 1st of July, 1987. Most people are looking forward to having a three day weekend to celebrate Independence day. I am looking through my plane ticket, as I am in for three days of hard work. I make sure I have everything: suitcase, briefcase, camera, tickets, FOCA (Formula One Constructors Association) pass. The FOCA pass is most important because without it I will never get in the gate at the Paul Ricard Circuit in southern France. About Thursday, noon, we get to Marseille. I get to drive the hired car again!! What does

Hertz have for us today?? Ford Escort 1400. Hope the brakes can hold up. The others, Jim and Martin, have fetched our bags while I race the car back around to the front door to pick them up. Martin, the chief engineer from Cosworth, knows the way to the track without hardly referring to the map. In the afternoon we have our usual meeting with the Benetton and Cosworth engineers to discuss the plan for this weekend. Teo Fabi will drive the spare car, chassis number 4, as well as his own race car, chassis number 7. I look after the EEC-IV electronics on Thierry Boutsen's cars, so this weekend it will be chassis 06. We make notes of the engine numbers to be used, the calibrations (EPROMs) to be used, the fuel mixture settings, etc. We also decide which telemetry frequencies will be used by which cars. Telemetry is simply a radio system that transmits data instead of voice signals. Our Formula One EEC-IV module is set up to send many engine operating parameters through a high frequency transmitter. We then monitor each car at the pit wall with a receiver connected to a portable computer terminal. The rest of the day Thursday we spend getting all of the cars and spare parts ready. We make EPROMs for all of the fuel/ignition calibrations that we will want to try this weekend. Our telemetry receiving equipment is plugged in so that all of the batteries will be charged. I test, clean, and charge all five of the portable printers that we use to print out the telemetry data. I volunteer to climb up to the top of the starting light bridge and anchor the two telemetry antennas. No time to screw around on the top of the bridge though, as

I still have to help check the mechanical boost gauges in all three cars. Since this is Thursday night, we customarily do not eat dinner at the catering tent but instead race down the mountain to the hotel so we change and find a local restaurant that is still open. If you thought the only wheel to wheel competition took place at the track, you should stick around at night and watch the Formula One mechanics drive back to the hotel! As we get nearer to the hotel, we all know that the most challenging part is coming up- the double hair-pin to get down the 60 foot long ramp into the hotel parking lot!!

After only a minor scrape to the right front bumper on the Escort, we make it down the ramp into the parking lot. Should have gotten on the hand brake a little sooner! Some of the team have had to stop and back up to avoid demolishing the little stone wall at the second hair-pin.

Since this is France, you would think we would find a French restaurant for dinner. NO WAY! Mick, one of the mechanics on the spare car, knows this great Italian place in Sanary. We find the restaurant ready to close, but they graciously stay open when they see us race up. We choose to sit out in front since it's still warm out.

Later, we are challenged by the Lotus mechanics to a raw egg eating contest, for which we entice Jeremy, one of the Benetton mechanics, to answer the challenge (after \$37.00 of coaxing). After the creme-caramel contests are over (a serious competition in which you must swallow a single serving of a rubbery, caramel flavored pudding in the shortest time possible), we

make our way from the restaurant to a local sidewalk cafe near the beach. Most of the time is spent pitching peanut shells into each others drinks, but by now some of the Cosworth mechanics have resorted to showering each other in beer. My rented Escort suffers a bent radio antenna, bent windshield wipers, and a minor showering of beer to the interior, courtesy of Graham, one of the Cosworth mechanics. I carefully stuff the antenna back into its hole so it will not fall off, and make a mental note to get even with him at a later date.

Friday morning we meet in the hotel parking lot at 7:15 AM. It becomes obvious that the Cosworth mechanics have had a major shunt with their rented Reault R5 (Le Car). It seems that while driving back to the hotel the previous night, one of them reached over and pulled the hand brake while the car was travelling on the two lane road along the cliff. The car skidded across the oncoming lane of traffic, and hit a large concrete planter in front of a road side cafe. Martin has some words with them which are not suitable for print.

The car is pronounced driveable, so off we race again through the villages and up the mountain to the track. Most of the climb is made at wide open throttle with these small displacement cars loaded with people. After we get to the track, we have a few minutes to open up the garages and start setting things up. Soon it is 8:00 AM, which is our teams time to eat breakfast in the catering tent. Most people opt for the hot meal, which is a "traditional"



English breakfast. This consists of a greasy fried egg on a greasy piece of toast, two greasy sausages, a greasy boiled tomato, and some greasy baked beans. I avoid the line and get a bowl of Kellogg's Frosties instead.

Not much time is wasted at breakfast, as everyone knows the schedule: 10:00 to 11:30 for practice, and 1:00 to 2:00 for qualifying. Before practice starts, I make sure that Thierry's car is set up the way it is supposed to be. Our telemetry equipment is set up at the pit wall. The temperature is about 80F and climbing fast.

As the drivers run through the practice session, the team tries to get the chassis set up for the best lap times. Meanwhile, I help keep track of the car's fuel consumption so we will be able to run a consistent race with the maximum boost. During the session, Thierry reports that the left hand boost is low on his car. On go the gloves for the Cosworth mechanics as Thierry comes in to the pits, and a new wastegate is fitted to the left side.

A few minutes later he is off again and the boost seems okay. Late in the session Thierry reports that the throttles are sticking partially open, making for exciting driving. There is little the mechanics can do in the pit lane and soon the practice session is over.

Between practice and qualifying, we make any required changes to the cars, although there is not much time. Basically the cars are set up to run maximum boost and a slightly rich mixture. The cars run with a minimum fuel load to keep the weight to a minimum, and the ride height is set accordingly.

During the qualifying session, the weather gets even hotter. By now it is near 100 degrees, and the sun seems an awful lot closer at this high altitude. The team's coolers of drink boxes and soda pop get emptied over and over again. The left hand turbo on Thierry's car must be changed during the session, which means that there is no time for things to cool off. The ever faithful Jim Brett, one of the Cosworth mechanics, does a fine job of getting Thierry's car back together so he can get back on the track.

Near the end of qualifying, Teo stops the spare car on the circuit with smoke pouring out of the right hand side. After qualifying, both Thierry's car and the spare car get new engines put in. This means that the rear half of the car has to be almost completely disassembled, since the engine forms the load carrying member for the chassis. Any minor body damage must also be repaired. The undertray is usually in need of attention due to the extremely small ground clearance. A meeting is held soon after the session is over so the drivers can be thoroughly debriefed. Changes such as gear spacing, spring rates, etc. for the next day are discussed.

All of this work takes us well into the evening, and at 8:00 PM we stop since it is our turn for dinner in the catering tent. Dinner is usually better than breakfast, at least it seems that way when you are hungry. After a few more hours work, all of the race cars are warmed up and checked over. Finally we get to pack up and head back to the hotel. Tonight is not much of a rally for us, since I volun-

teered to let the Cosworth engineers follow me back to the hotel, now that their Renault has one headlight gone and the other one sadly pointing at the ground, like a large yellow landing light. Once back at the hotel, most people get cleaned up. Taking a shower is a real challenge since they do not use shower curtains. I guess it isn't too hard to avoid flooding the hotel, however, since there isn't any water pressure either. Did you think that Formula One teams always stay at the best hotels? This place is definitely not the Ritz. Air conditioning is unheard of. The carpeting looks like someone glued squares of Scotchbrite to the floor. The door to the room is barely large enough to get you and your suitcase through, and requires considerable force before it can be unfrozen from the jamb. I guess this place was made for the beach dwellers, not the travelling circus.

Saturday, the fourth of July, brings the same schedule as Friday. It also brings more work, more excitement, and more hot weather. Our spare EEC-IV modules, with their black anodizing, cannot be left in direct sunlight or they will be too hot to touch. The air temperature is 104 F, and the track is even hotter. After five laps of practice, Thierry is having problems with the clutch in chassis 6, so chassis 7 is changed over from Teo's seat, pedals, windscreen, etc. such that Thierry can continue in the practice session. With 15 minutes left of practice, one of the oil lines comes loose from Thierry's borrowed car, making quite a mess of the back of the car and ending Thierry's practice. Meanwhile, Teo is having his own problems, as the spare car is

only running on half of its cylinders at the very end of the session.

Between practice and qualifying, we put a spare EEC-IV module on the spare car in an attempt to cure the misfiring problem. At the end of qualifying, Thierry reports that chassis 6 is only running on one bank. The EEC-IV module is tested on our load box, but we cannot find anything wrong, and nothing appears to be broken. All of our efforts have not been a roaring success, as Thierry is 5th on the grid, and Teo is 7th.

After the Saturday qualifying comes the most work for the team. All three engines must be changed. New gearboxes are fitted for the race. All of the suspension is disassembled and inspected. New carbon fiber brake rotors and pads are fitted. All of the bodywork is again inspected, and any repairs made. All of the dirt, oil, and rubber must be cleaned off of the chassis. New radiators are installed. New intercoolers are installed and pressure tested. The mechanical boost gauges are again tested for accuracy and response time. After the engine is warm, the car is run on jack stands to check the gear change, and to help run in the final drive gears. The car is then rolled onto the team's portable surface plate so that the chassis can be set up. I also have to clean our telemetry receiving equipment, since it is now filthy again. The portable printers need special attention, as these were not meant to be used outside and cannot tolerate any foreign material. All of the batteries must be charged again for Sunday. This Saturday night, like many others, keeps us at the circuit well past

midnight. By the time we get back to the hotel, many of us are more interested in sleep than a night on the town. Sunday is our last day here. We all take our luggage with us, as we will drive straight from the track to the airport when the race is over. We meet in the parking lot again at 7:15 AM, and make the last climb up the double hair-pin ramp out of the tiny parking lot. After the greasy breakfast is served, the cars are again warmed up and checked over. Wheel change practice takes place on the spare car, which for some reason always draws a crowd. Probably because more of the VIP guests and hangers on finally show up. Some testing will still be done during the morning warm-up session, such as to check the handling of the cars with full fuel tanks. During the session, Thierry reports a low speed pickup problem on chassis 6, so we reset the throttle position sensor a little higher. The rest of the session goes fairly smoothly, building our confidence back up for the race. Between the warmup and the race, we go over how the fuel meters in the cars are to be set up. The tank capacity will be entered at 193 liters, giving a 2 liter safety margin. The fuel meters in the cars will count down in "laps" of fuel remaining, starting at 81 and counting down. Each "lap" of fuel represents the amount of fuel used during an average lap if the car is to keep the same fuel consumption throughout the entire race. Confused? Basically this provides a comparison for us and the driver of how many laps are remaining in the race, with the fuel remaining in the car, while at the same time allowing the driver to run a

more consistent race. Before the race, the cars are driven around the track for one or two laps in order to preset the boost and to make sure the engine and chassis are all fine. The cars are then parked on the grid about a half an hour before the start of the race. The team puts electric blankets over the tires so they will be hot at the start of the race. The fuel is topped off and the fuel meter is reset. We make sure the telemetry is functioning properly, so we will be able to accurately monitor the fuel consumption and all of the critical temperatures and pressures during the race. The start of the race is the most exciting part of the weekend. The cars take one warm-up lap (which counts as part of the race), and then line up again on the grid. When the red starting lamp is lit, the cars all rev the engines up, waiting for the green. Twenty six Formula one cars screaming at the start of a race can be deafening, even with ear plugs. Before the light turns green, Alboreto is already moving around Berger, his Ferrari teammate. As the green is lit, Berger stalls his car and we all brace ourselves for a horrific shunt. Fortunately, everyone behind Berger is able to avoid him and the race is underway. As the blurred colors of cars come by again, we look for the familiar green flashes to go by and count cars to see where we are. ...Five ..six. Not bad! The Williams cars are One-Two. Soon after the start comes what for me is one of the most boring parts of the weekend- the middle of the race. There is little we can do except help keep track of the fuel consumption and engine, so things get monotonous. On lap

19, Piquet almost spins off of the track, allowing Prost to get by him for second place. Senna is still fourth, and we are still behind him. On lap 30, Piquet is into the pits for tires. As he leaves the pits, I am thankful of the nicely designed facilities here with lots of space between the pit wall and the pit lane. Standing a foot or two away (such as at Hockenheim) from these machines as they charge back onto the track after a tire stop is no fun.

Since Piquet has pitted, Thierry has moved up to fourth. On the very next lap, disaster strikes, and Thierry is out of the race, with the engine stopped. I slowly pack up half of our telemetry receiving equipment and carry it back to the truck. Teo is still in the race, but not gaining much ground. On lap 36 Piquet takes over the lead with Mansell and Prost in for tires. Mansell rejoins the race setting a blistering pace, and passes Piquet 10 laps later. On lap 65, Piquet must stop again for tires, but this time the engine stalls in the pits. An extra eight seconds is taken to get his car running again. Piquet is able to immediately get past Prost, and is gaining on Mansell, but the race is finally coming to an end. On the last lap, Teo radios that he has a puncture!

Mansell wins, Piquet is second, Prost holds on to third, with Senna fourth. Where is Teo?? Can he hold onto fifth place?? We all watch the last turn onto the front straight for what seems like an eternity. Finally, the little green car is spotted, limping around the right hander with a punctured left rear and a broken halfshaft. Teo manages to hold onto fifth,

and parks the car just past the start/finish line. Right away we go back to work, packing up everything that we can while we wait for the two cars to be brought back. Later on, Thierry's car is brought back to our garages. We carefully look over the engine. The plugs are removed, but this one does not look like detonation. The electrical system is checked out and is fine. There is fuel pressure, so what's wrong? Jim Brett gets the wrench to turn the engine over by hand. The engine turns okay. Could one of the cam drive chains be broken? We know the left one is okay because the mechanical fuel pump drive turns when the engine is turned. The distributor cap is removed from the back of the right hand cylinder head. The engine doesn't have to be turned very far before we notice that the rotor arm is not turning. It seems the right hand intake cam has broken somewhere in the cylinder head.

Everyone works together to see that all of the equipment and cars are loaded on the team's transporter. When we are all finished, we hurry up and change in the middle of the parking lot so that we can race back to the airport. By now, most of the crowds are gone, so getting out of the track is not too bad. Driving down the 2 lane roads in the mountains is another matter, however, and we soon become part of a solid mass of cars creeping along the road, until we are about 25 miles away. Martin again knows which way back to the airport. I cannot go home because this Thursday we must be at Silverstone, England for just another Formula One weekend. So what did you do for the fourth of July?

# ANNUAL INDOOR

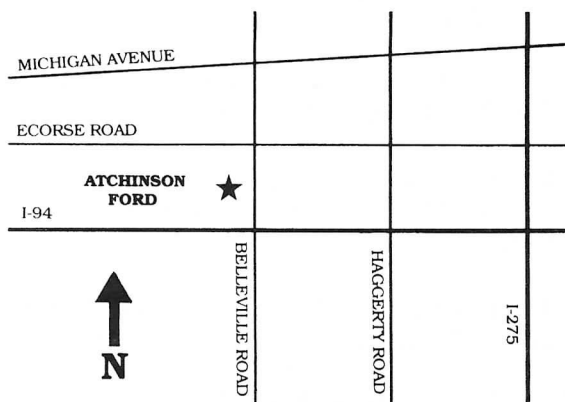
## Swap Meet

Sponsored By

The Mustang Owners Club  
of Southeastern Michigan

Saturday,  
March 10, 1990

**Atchinson Ford**  
9800 Belleville Road  
Belleville, Michigan



**"OPEN TO ALL MAKES"**

**Vendor Spaces: \$15.00**

**Donation: \$2.00**

*Dealership Open For Setup*

Friday, March 9, - 6:30 p.m. to 7:30 p.m. Saturday, March 10, - 7:00 a.m.

Doors Open to the Public from 9:00 a.m. to 3:00 p.m.

*For Further Information, Please Call John at (313) 981-3884*

----- Detach Here -----

Vendor Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone #: \_\_\_\_\_ No. of Spaces Desired: \_\_\_\_\_ Total Amount Enclosed \$ \_\_\_\_\_



*Send check or money order payable to:*

**Mustang Owners Club of Southeastern Michigan**  
P.O. Box 39088 • Redford, Michigan 48239

**CLUB TAPE LIBRARY  
VHS**

SAAC-MCR MOTOR CITY SHOW & GO 11,12  
& 13

SAAC VINTAGE RACE FILMS 1 & 2

SAAC 13 SEARS POINT

SAAC 11 MID-OHIO & DEARBORN by BILL  
COOK

SAAC-MCR MOTOR CITY SHOW & GO 10  
UTICA TEST TRACK AND MT. CLEMENS  
RACE TRACK 9/30/84 by JIM LeBLANK

SAAC-MCR MOTOR CITY SHOW & GO  
6,7,8,10 & 11 AND MT. CLEMENS RACE  
TRACK 9/30/84

THE SHELBY MUSTANGS, COBRAS  
289-427, FORD GT40 & CARROLL SHELBY

PROFILES: BILL ELLIOTT & LINN ST.  
JAMES ADS, SCENES FROM MOVIES AND  
"POWERED BY FORD"

SAAC 11 MID-OHIO & DEARBORN

FORD PERFORMANCE TECHNOLOGY 1984

"MUSTANG", "HOT CARS" and  
THE FORD MUSTANG DONATED by LOIS  
EMINGER

SAAC 12 CHARLOTTE

"THE SHELBY MUSTANGS"

"COBRAS 289-427"

"MUSTANGS " DONATED by MIKE  
GRUDNICKI

WATKINS GLEN SERENGETI VINTAGE  
RACES-GT-40 REUNION -RICH TWEEDLE

SVRA GT40 REUNION AT WATKINS GLEN

SAAC-MCR WATERFORD 10/88, SHOW&GO  
14 5/89 AMERICAN PONY DRIVE 5/89  
EDDIE'S DRIVE-IN, WATERFORD 10/89

**CLUB TAPE LIBRARY  
BETA**

SAAC-MCR MOTOR CITY SHOW & GO 11,12

SAAC 13 SEARS POINT

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SAAC-MCR MOTOR CITY SHOW & GO 10  
UTICA TEST TRACK AND MT. CLEMENS  
RACE TRACK 9/30/84 by JIM LeBLANK

SAAC-MCR MOTOR CITY SHOW & GO  
6,7,8,10,11 AND MT. CLEMENS RACE  
TRACK 9/30/84

SAAC-MCR MOTOR CITY SHOW & GO 13 BY  
JEFF FINLEY

SAAC-MCR MOTOR CITY SHOW & GO 13 AND  
WATERFORD HILLS 10/2/88

PROFILES: BILL ELLIOTT & LINN ST.  
JAMES ADS, SCENES FROM MOVIES AND  
"MUSTANG"

"STORY OF MUSTANG", "HOT CARS" and  
THE FORD MUSTANG

SAFETY BELT CAMPAIGN MOVIE

VINTAGE RACES AT WATERFORD 1985

WATKINS GLEN SERENGETI VINTAGE  
RACES-GT-40 REUNION

SAAC-MCR WATERFORD 10/88, SHOW&GO  
14 5/89 AMERICAN PONY DRIVE 5/89  
EDDIE'S DRIVE-IN, WATERFORD 10/89

SVRA GT40 REUNION AT WATKINS GLEN

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

**MEETING MINUTES- November 2, 1989  
BY KURT FREDRICKSON**

The meeting was called to order at 8:00pm on November 2nd by **Tom Greene**. The first order of business was the recognition of new faces such as **Shelby Ludtke**, **Krista Koss** and **Nyra Raymond**. **Kurt Schriewer** gets the long distance award he came all the way from Missouri. In the Bought or Sold Vehicle department **Ben Schiewe** bought a 1965 Jaguar XKE, **Mike Riemenschneider** bought a new 1989 Mustang GT as well as **Dean Ricci** (It's about time Dean).

**--NATIONAL NEWS--JOHN GUYER----**  
S.A.A.C 15 is going to be at Dearborn July 5,6 and 7th 1990 and we will help host the event. The track event will be at Mid-Ohio on July 5 more information to follow later.

**EDITORS REPORT--KURT FREDRICKSON**  
The latest issue of SHELBY LIFE was mailed out a week after the October meeting. Anybody with articles or any pictures of Shelby events are encouraged to bring them to the meeting or if you can't make it to the meeting mail them to me, the address is on the back of the newsletter.

**--FINANCIAL REPORT--LEE SWONDER--**  
The club has \$1,619.00 Dollars in the savings account and \$2,986.00 in the checking.

### **-DIRECTOR'S REPORT--TOM GREENE**

- **Ben Schiewe** has reported that we are getting much closer to the ability to have the **FIFTEENTH** annual Show 'n Go at the Roush installation at the back of the old Montgomery Ward Building.
- Did anybody come up with a catchy name for the fall open track event??
- **Rich Tweedle** has the tickets for the Christmas party. They are \$15 each or 2 for \$25. We have 50 tickets allocated for our club with the possibility of obtaining a few more if sufficient numbers of people wish to go. Please take the time to sign the sheet for the Adult Christmas party.
- We have corrected flyers for the Winter Swap meet at Gorno Ford. Please take some with you to post at strategically chosen locations.
- Here is your **LAST** opportunity to sign up for the Children's Christmas party. The sign up sheet for the Children's Christmas party is being passed around. The children of the Shelby Club members are, as we have been in the past years, invited to participate. All that Mark asks is a listing of the expected participants with their age and sex so that Santa Claus can obtain the appropriate presents. You can contact **Mark Bednarek** at 669-5097. The party is to be held on December 10, 1989 at the Quality Inn (6 Mi and I-275) in Livonia. The party is from 1:00 to 4:00 pm with the arrival of St. Nicklaus sometime during this interval, depending on the performance of his Ford Powered sleigh. (Rudolph and his friends are resting in anticipation of the BIG night.)

**NOVEMBER MEETING MINUTES cont. Page 17**



## SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

MEETING MINUTES- December 7, 1989  
BY KURT FREDRICKSON

The meeting was called to order at 8:03pm on December 7nd by **Tom Greene**. The first order of business was the recognition of new faces such as **Dominic Saroli** who's a friend of **Vito's** and **Edward Goetz** who is planning on building a 427 kit Cobra also **Ed Cale** who drives a 1969 GT 500 White Fastback and just joined the club. In the new vehicle department **Randy Betke** bought a Tiger that was stored since around 1971. **Kurt Fredrickson** picked up a 1965 Tiger vintage road race car. **Tom Greene** Bought a 1990 Ford pick-up Truck .

--**NATIONAL NEWS--JOHN GUYER----**  
**S.A.A.C 15** is going to be at Dearborn July 5,6 and 7th 1990 and we will help host the event. The track event will be at Mid-Ohio on July 5 . Concours car show and voting on July 6, and popular vote on the other show car on July 7th. The national has not found a place for the car show at this time.

**EDITORS REPORT--KURT FREDRICKSON**  
The latest issue of **SHELBY LIFE** will be mailed out a week after the January meeting. Anybody with articles or any pictures of Shelby events are encouraged to bring them to the meeting or if you can't make it to the meeting mail them to me, the address is on the back of the newsletter.

--**FINANCIAL REPORT--LEE SWONDER--**  
The club has \$1,619.00 Dollars in the savings account and \$1,986.00 in the checking.

- Remember, the Children's Christmas party is December 10, so if you have signed up, Santa will have the present ready when your child arrives.
- Autorama report will be forthcoming from Jeff and Kurt
- Rich Tweedle has the tickets for the Christmas party. They are \$15 each or 2 for \$25. We have 50 tickets allocated for our club with the possibility of obtaining a few more if sufficient numbers of people wish to go. Please take the time to sign the sheet for the Adult Christmas party. This party is on December 15, we need to pay for the tickets and list our quantity of participants at the end of this evening.
- We have corrected flyers for the Winter Swap meet at Gorno Ford. Please take some with you to post at strategically chosen locations.
- We will have a report from the Show 'n Go XV committee.
- A new racer's supply house has just opened. It is run by a drag racer who decided to open a business. He has offered a 5% discount to Shelby Club members, off jobber prices, unless his advertised price is less than jobber in which case the 5% discount applies to the advertised price, Roush or the friendly Ford dealer will be better on Ford Motorsport prices than Nitehawk, but for things like Holley fuel pumps, he's better than most catalogs (GPH-110 is ~\$90.) Some things he has in stock, some things he can get in 1-3 days. He handles Bell and SST racing safety equipment and can order Simpson, Wildwood disc brakes, Barry Grant Fuel systems (carburetors), Compucar Nitrous systems, K&N filters. The phone number is 453-HAWK Address is 592 N. Mill, Plymouth, Mich. Hugh Meyer

DECEMBER MEETING MINUTES cont. Page 17

## SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

MEETING MINUTES- January 4, 1990  
BY KURT FREDRICKSON

The meeting was called to order at 7:58pm on January 4th by Tom Greene. The first order of business was the recognition of new faces such as Edward Goetz who is building a 427 kit Cobra also Rob Schoenberger who has a 1968 GT 500 KR White Fastback and just joined the club. In the new vehicle department nothing new. Tom Greene had two calls from people who are looking for 65/66 Shelby's also one person was looking for a 69/70 Shelby convertible big block or small block and has the bucks to do it.

--NATIONAL NEWS--JOHN GUYER----  
Issue #56 of the Shelby American is out. S.A.A.C 15 is going to be at Dearborn July 5,6 and 7th 1990 and we will help host the event. The track event will be at Mid-Ohio on July 5. Concours car show and voting on July 6, and popular vote on the other show car on July 7th. The national has not found a place for the car show at this time.

EDITORS REPORT--KURT FREDRICKSON  
The latest issue of SHELBY LIFE will be mailed out a week after the January meeting. Always looking for helpers to help put the newsletter together. Anybody with articles or any pictures of Shelby events are encouraged to bring them to the meeting or if you can't make it to the meeting mail them to me, the address is on the back of the newsletter.

-DIRECTOR'S REPORT--TOM GREENE  
The Board of Directors is considering making the editor also a board member. The phone numbers of all directors and technical advisors will be published so members can be in closer communication.

Winter Swap Meet-February 25, 1990- TAKE FLYERS WITH YOU for posting at strategically chosen locations.

How's the advertising for the Swap Meet coming???

Autorama report from Dean, Kurt and Jeff.

Show & Go 15 committee report---and sponsorship. The results from the election of 1990 officers are published.

-FINANCIAL REPORT--LEE SWONDER--  
The club has \$1,619.00 Dollars in the savings account and \$986.00 in the checking.

-COMPETITION REPORT ED LUDTKE--  
AUTORAMA will be coming up February 16,17 and 18th with twelve cars in the club display. We are now getting dates set up for next years speed events they are June 4th and October 7th both at Waterford Hills Race Course.

-----MISCELLANEOUS DETAILS-----  
The joint club Christmas party took a loss of \$650.00 due to poor ticket sales (around 20 were sold) there was a discussion if we should do this again, what do you think????  
Jeff Meinicke is talking to the board of directors at Northville Downs and should have

## NOVEMBER MEETING MINUTES cont.

- This is the November meeting and as advertised, we will have nominations for 1990 officers tonight. Included in your package for tonight is a listing of the officers and the incumbents.
- I have received only one phone call or letter regarding mail/phone in nominations, and that was from Phil Jacobs. He is available to serve as advertising director for the following year should he be nominated. It seems that something more important came up than the club meeting tonight. He and Arlene are in Florida, sucking up some sunshine - imagine, a vacation in almost winter (and without a race).
- We have confirmed Sunday October 7, 1990 for the fall open track event.

**-COMPETITION REPORT DEAN RICCI-**  
Our Waterford high speed event went very well with great weather and lots of track time for everyone who came out. We are now getting dates set up for next years speed events.

### -----MISCELLANEOUS DETAILS-----

Tim Young asked what the difference is between a standard 302 block and a Mexican 302 block. The Mexican block has four bolt mains and has a beefed up casting and comes with 289 HiPo heads. Dean Ricci asked about 1967/68 Mustangs Torque Box placement, on his Big Block Fastback he had one box on the driver side and nothing on the passenger side. As it turns out all Shelby's and Mustang Convertibles only have boxes on both sides while all others have only one.

### 50/50 Drawing:

Tim Young won \$25.00. All 39 people had a great time consuming large Quantities of pizza and the meeting came to an end at 9:20.

## DECEMBER MEETING MINUTES cont.

**-COMPETITION REPORT DEAN RICCI-**  
AUTORAMA will be coming up in February anyone interested in having their car in the club display should send pictures to me. We are now getting dates set up for next years speed events.

### -----MISCELLANEOUS DETAILS-----

For AUTORAMA the membership approved \$500.00 for supplies. Show & GO 15 site is still being finalized, D.R.C. parking lot has been ruled out due to high cost of renting the lot for the day.

### 50/50 Drawing:

Gary Pruehs won \$46.50. All 38 people had a great time consuming large Quantities of pizza and the meeting came to an end at 9:35.

## JANUARY MEETING MINUTES cont.

a commitment next week, we also have sent letters of intent for sponsorship to Little Ceasars, Pepsi and Northville Downs, and Carl Holbrook. We are invited to the 8th annual Spirit of Detroit Car Show May 20 at Fort Wayne, Dean Ricci says it is a nice show plus nice surroundings. Dale Rabe brought in some excellent Ford Racing Posters to give away to everyone that was present (they went FAST!).

### 50/50 Drawing:

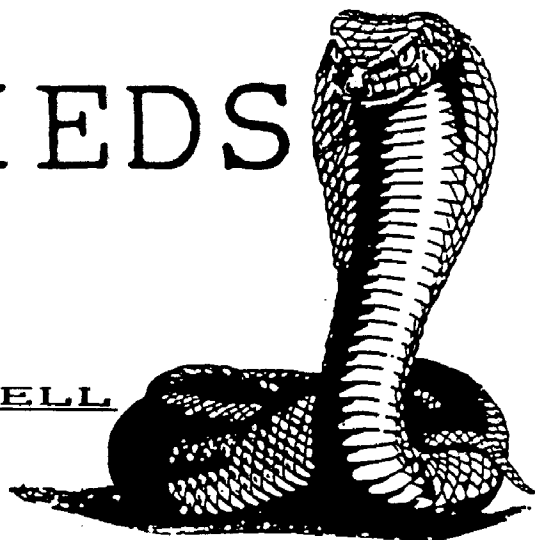
Nyra Raymond won \$31.50. Shelby White won 2nd prize and Dale Rabe won third. All 40 people had a great time consuming large Quantities of pizza and the meeting came to an end at 9:12.

# COBRA CLASSIFIEDS

\*\*\*\*\* THE ADS WITH BITE \*\*\*\*\*

SWAP 'N SELL

FOR SALE



1967 Shelby Front Nose lower \$400.00, also Paxton Super Charger "Shelby" Box needs new bearings \$400.00 Make offer Glen Bates-662-2684

1974 351 W Block and (2) Heads also 1979 Turbo 2.3 Block and head all for FREE . Rod Beckwith-----474-0372

1985 T-Bird Hood, good condition Brian Fedoroff-----464-8623

1972 351CJ Parts -4 Bolt Block, open chamber 4v heads, cast iron 4v intake and exhaust manifolds, CJ cam and oil pan make me a offer I can't refuse. Phil Jacobs-----879-8557

1969/70 Shelby Convertible trunk lid and rear quarter end caps good condition, \$300 Dean Ricci-----296-3220

1965/66 Mustang 4 Row Radiator.\$100.00 Tom Greene-----420-0398

Holley Carbs 850 Holley Dbl.pumper rebuilt \$125.00 , 800 holley Dbl. pumper rebuilt \$110.00 ,1985 Mustang GT Carb. New \$150.00 85 Mustang 5.0 4V intake manifold \$80.00 Dove Roller rockers for 289/302 3/8" stud new \$200.00 , Early NASCAR type Holley in 480 cfm for small block to look tuff rebuilt \$80.00 , (4) 85GT 87LX Wheels and tires (2) 222/60,(2) 245/50 all for \$450.00 Riemenschneider-----459-1348

Moroso gold aluminum Valve covers fit Boss 302 or Cleveland \$40.00 Headers for Boss 302 into 65/66 Mustang B/O Scott Wood---535-2723 289/302 Edelbrock 4-V Intake, Trac-locks (2) 31 spline , (2)BFG TA50-265 and(2) 295 50-15, Boss Rocker covers several sets , also Windsor Cobra covers , 1969 351 W 4-V Short block and Auto-Trans, Mike Sedlack-----449-2845

255 CID Indy Crankshaft -forged steel, crossdrilled ,std. std. \$650.00 Ed Ludtke-----626-4312

1986 Mustang SVO, Black W/Gray Cloth , excellent cond. Must See. Mark Cashman-----781-9921

1966 289 Motor basket case from fire, full exhaust, tips in good shape make offer Mike-----454-0774

1969 Original-still in box (4) Mustang Wheel covers , (2) 71 Tail lights assemblies ok condition, 69 Mustang Fastback trunk lid and doors with glass and all hardware intact also 3 speed trans that was last bolted to 302 in a 69 mustang Nyra Raymond ----441-6086

(2) 1980 to ? 5 speed for Mustang , Capri 2.3L Misc 2.3 Turbo parts for 79-80 engines Walt Berti -----853-8231

1985 Mustang GT Intake Manifold \$75.00 also 1985 5.8 Truck Carburetors New \$75.00 1966 HIPO C4 "C" servo & piston \$200.00 Mike Grudnicki -----255-7554

1971/73 Mustang Fastback trunk lid cheap!! Larry Spradlin -----1-419-865-6657

One set (4) 15"-8" White Wagon Wheels, New in Box 5 bolt Ford pattern asking \$80.00 for set Stu Cashman-----781-9921

### SWAP 'N SELL

#### -----WANTED-----

MISSING LARGE OFF WHITE PHOTO ALBUM IF YOU SHOULD RUN ACROSS IT PLEASE CALL JOHN GUYER-----528-3022

Small Block 4sp Top Loader Trans to fit 69/70 Mustang in good shape needed Kurt Fredrickson-----427-2449

Alum. Factory air cleaner mid-late 70s' (75-79) , Alum. Factory air cleaner 1984 4BB1. H.O. Dale Rabe-----573-8751

429 Police Interceptor heads ED-----553-7143

Complete air conditioning unit for 67 Shelby (BIG BLOCK), also steering wheel for GT500 and Mag wheels for 67 Shelby or any other goodies you have. Vito-----1-519-973-0724

1967 Mustang Fastback rust free Dominic-----1-519-258-5705

1968 Big Block upper radiator bracket for Mustang Phil----879-8557

Boss 302 Mini-Plenum-Mike Sedlack-----449-2845

## SWAP 'N SELL

### WANTED

TYCO Slot Car Track. Rich Tweedle-----791-0279

AURORA H-O Slot Car Track. Dale Rabe-----573-8751

427 Parts needed one or two Heads and also Stainless Steel valves. Vito-----519-973-0724

Flywheel for 351 C Steve Clayton-----1-519-972-1924

Late Model Factory 5.0L Headers Rodney Beckwith -----474-0372

Mustang II Complete front clip or parts car and 2.3L or 2.8L speed parts Bryon Moore -----291-8838 late nights only

1956 Ford John Hill-----455-8611

1969-70 GT500 Convertible 4sp in Near Mint Condition  
Glen Bates-----662-2684

2 15-7 Magnum 500, Condition not Important ( Other than Round )  
or Optional -(2) Cruiser Police Car Rims Steve White---773-9588

1 or 2 15-7 American 200S Non Chrome John Guyer-----528-3022

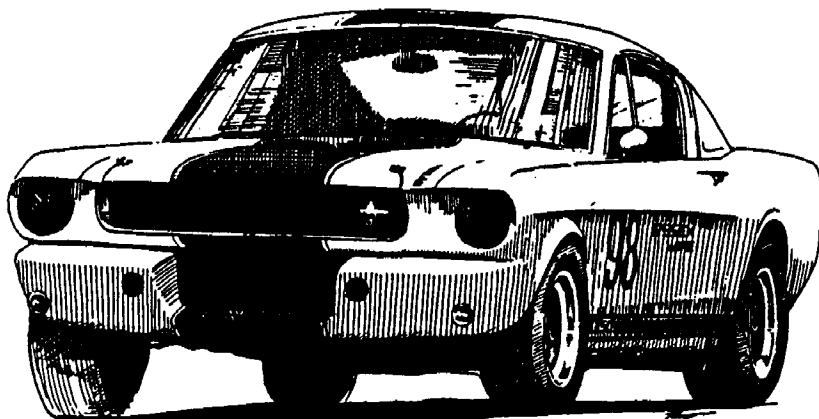
INFO on 1968 TRANS-AM MUSTANG race programs, magazines, etc.  
Phil-----879-8557

1964 Fairlane cars or parts 68 Comet left front fender must be nice! Ray-----482-7321

1967 Valve Covers and air breather etc. 67 seat belts (black)  
Dan Brecka-----519-969-9051

1967 Mustang wiring harness for a V-8 David Miller 419-865-9781

1987/88 GT Wheels need (2) Glen Bates---662-2684 or 761-8895





WELL IT'S THAT TIME OF THE YEAR AGAIN. THE RENEWAL NOTICES HAVE BEEN SENT OUT AND IT'S TIME TO RENEW YOUR MEMBERSHIP FOR THE 1990 SEASON TO ENJOY ALL THE ACTIVITIES THAT THE S.A.A.C-M.C.R. HAS PLANNED FOR YOU. ANYONE WHO HAS JOINED THE CLUB OR RENEWED THERE MEMBERSHIP AT THE FALL GORNO SHOW TO THE END OF THE YEAR ARE ALL READY PAID UP THROUGH THE 1990 SEASON SO THEY CAN STILL ENJOY THAT GREAT NEWSLETTER (SHELBY LIFE) AND ALL THE OTHER BENEFITS THAT THE CLUB HAS TO OFFER. SO IF YOU HAVEN'T JOINED YET, DON'T WAIT ANY LONGER BECAUSE THIS IS THE LAST ISSUE YOU WILL RECEIVE, IF YOU HAVE JOINED, GREAT SEE YOU NEXT ISSUE!!!!!!!





# SHELBY AMERICAN AUTOMOBILE CLUB

## MOTOR CITY REGION

### APPLICATION FOR MEMBERSHIP

(CHECK IF)

☐ NEW MEMBER

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<br>Restoration        | Fair                     | Good                     | Show<br>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



John Guyer's Shelby with his training wheels attached.....

## Shelby Life

Shelby American Automobile Club - Motor City Region  
31530 Dover  
Garden City, Michigan 48135

BULK RATE  
U.S. POSTAGE  
**PAID**  
Livonia, MI 48150  
Permit No. 16

**Send To:** \_\_\_\_\_