

SHELBY LIFE

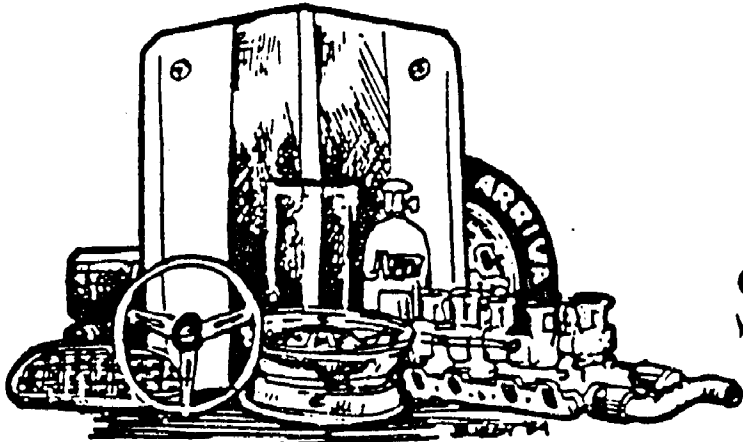
SHELBY AMERICAN AUTOMOBILE CLUB
Motor City Region

AUGUST / NOVEMBER 1990

VOLUME: 15 NUMBER 4



9th ANNUAL MID-WINTER INDOOR FORD SWAP MEET



PERFORMANCE PARTS AND LITERATURE

MUSTANG • SHELBY • COBRA • TIGER • PANTERA • FORD

SUNDAY ^{9AM}
TO
^{3PM} **JANUARY 27, 1991**

HELD AT * **GORNO FORD**
WOODHAVEN, MICHIGAN

SWAP MEET HELD SNOW OR SHINE

ADMISSION

BROWSERS \$2.00

VENDORS (10' x 10') \$10.00

SPONSORED BY: MOTOR CITY REGION S.A.A.C.

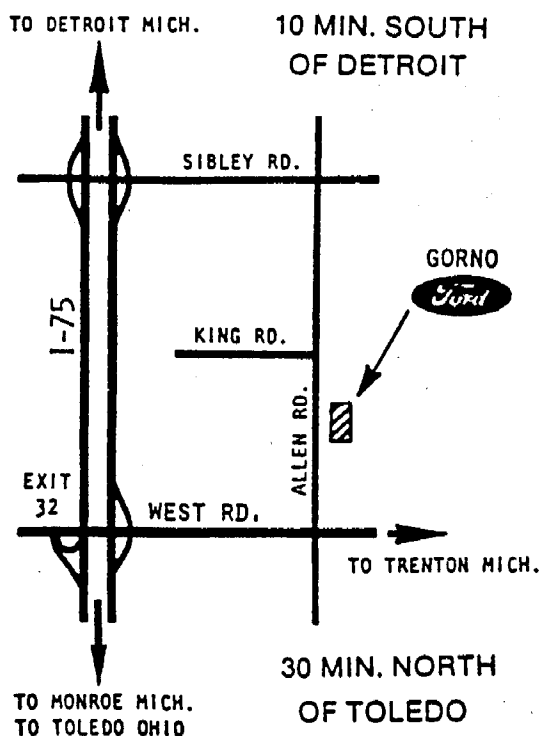
GORNO FORD SOUTH OF DETROIT
22025 ALLEN RD. JUST OFF I-75

FOR INFORMATION, CONTACT
Kurt Fredrickson 427-2449

Tom Greene 420-0398



SAAC-MCR
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DEARBORN, MI 48126



Shelby Life

SHELBY AMERICAN AUTOMOBILE CLUB-MOTOR CITY REGION

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1990-1991 CALENDAR OF EVENTS

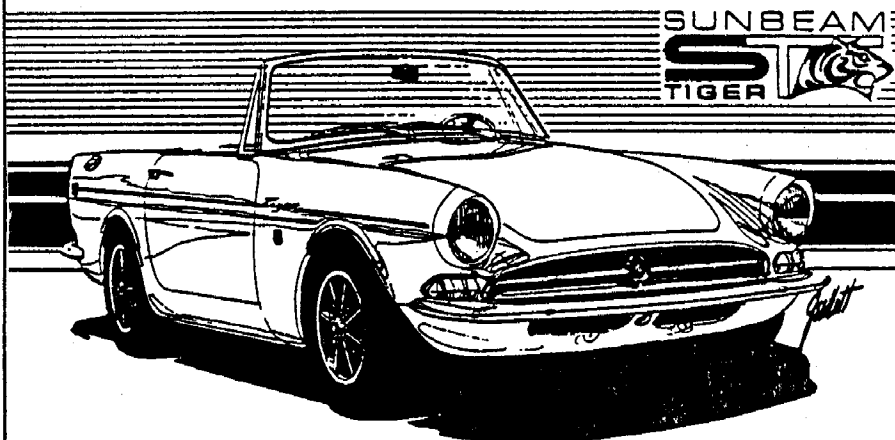
DATE	DAY	EVENT
12/06	THU	Club Meeting - Pizza Hut Election of Club Officers
12/08	SAT	SAAC-MCR / MOCSEM / PFCA Joint Christmas Party - Dearborn Elks Club
01/03	THU	Club Meeting - Pizza Hut
01/27	SUN	Mid-Winter Swap Meet - Gorno Ford
02/07	THU	Club Meeting - Pizza Hut
02/15	FRI	39th Detroit Autorama -
02/17	SUN	Cobo Hall

SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

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Dearborn, MI 48126

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Full Page	\$ 40
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1/4 Page	\$ 20
Business Card	\$ 5

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.

T
E
L
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I - 96

< WEST --- EAST >

COMPETITION REPORT

by Ed Ludtke

MEADOWBROOK HISTORIC RACES VI August 3, 4 & 5 1990

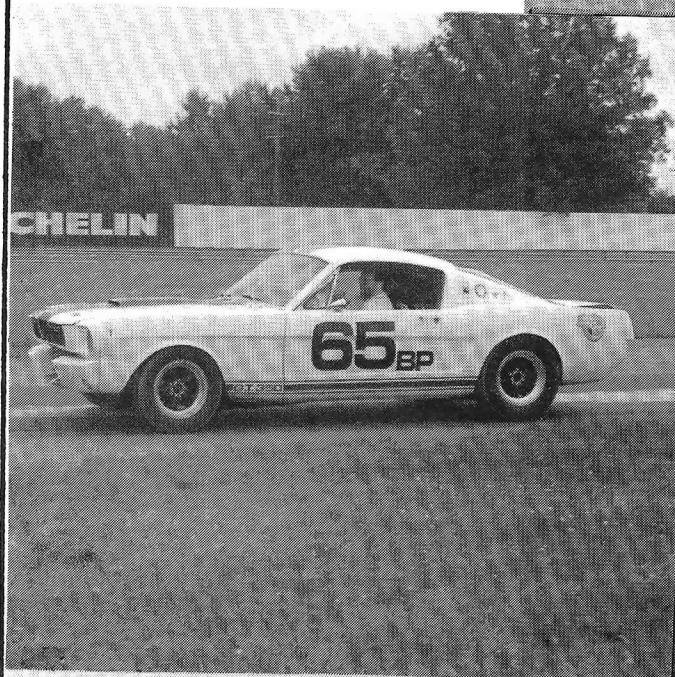
Waterford Hills Mi.... This years Meadowbrook started out with great expectations and hopes of a great weekend. The weather was great on Friday and I thought I could improve on last years two second place finishes. I did some chassis and engine work on my Shelby over last year. That turned out to be my Achilles' heel! After two years of trouble free outings at Meadowbrook it was my turn for problems. I took the car out for the first practice session and noticed steam from under the hood after only a few laps. I pulled back in and discovered water in the oil. So Friday was spent replacing the intake gasket.

Saturday came in cloudy and looked like rain, lots of rain! It looked like our leak was fixed in warm-up and then the rains came so we put the rain tires on. I went out for the qualifying session and did well enough to out gun our local "HOT SHOE" Mike Sedlak in his Boss 302! That was to be the only bright spot for the weekend as the water leak returned. I decided to become a spectator rather than try another fix in all the rain. It was left up to the rest of team MCR to carry-on in race #5. Tom Greene had missed the pole by .01 of a second in the rain. The race started and Tom spun but recovered quickly and worked his way back to the front. He drove a beautiful race, pulling away to a nice lead. Then he spun on the back straight in the best Danny Sullivan move and he was back on the track spewing mud and grass. He went on to a nice win in his class and I congratulated him on a great drive.

Sunday was cloudy and got nicer as the day went on. I did a pressure check on the Shelby and found it leaking after a good warm-up. I decided it was a head gasket and it turned out to be both sides. I watched Sunday's races with envy, but I got some great video footage. Kurt Fredrickson has worked out the bug in the Sunbeam "toaster" and did well in his race. Race #5 had Tom in the second row next to George Empey/Bob Varcoe in brand "X" and Mike Sedlak one row back. The race began and Tom looked to pull away again like Saturday. Mike would not have any of this in the dry and climbed through the field to get by George and Tom. Mike won with George on his tail until a late race bobble.

So it was a good weekend for team MCR with a first place in class on both days. I hope to be back in the metal rounds instead of DNS's. My congrats to my fellow racers, you guys put on a heck of a show, and please let it be dry next year. I have enough trouble staying close to Tom in the dry but, He's awesome in the wet!!! Have a good & safe Holiday season.

Photos by Phil Jacobs



DIRECTOR'S CORNER

Once a year, I get the urge to fill the director's corner with the accomplishments, triumphs, trials, and tribulations of the most recently past months. This year, our club was faced with more trials and tribulations than any other time since my association with the club began in 1981.

Our club display at Autorama was an award winning event, but not without a lot of time and effort (as well as money) and some controversy.

We lost our assets at the mid winter swap meet when the browsers stayed home in droves because of the inclement weather.

As an outgrowth of last year's confrontation with the AAA security force, our fifteenth anniversary Show 'n Go was held on a new parking lot - AND in 50+ mph winds which were closely followed by a down pour rain and a car stuck between the parking lots due to an unsuccessful attempt to ford a ditch. Our premiere event was reduced to an average car show, with about 60% of our "usual" turnout in both the car show and the swap area. Mother nature and the new location on a new weekend managed to hamper our super efforts to put on an exemplary show.

Our Fall show was the capper on the year of agony. We arrived at Gorno Ford in an absolute downpour and a temperature of only about 45 degrees. The weather did not get any better, that is, not until after the handful of hearty vendors who showed up for the swap meet had packed back up and went home to build a fire in the fireplace and the car show people trailered or drove their soggy steeds back towards their much drier normal habitats. As we checked out the new rolling stock to be moved back to the parking lot, the sun came out bright and warm. Mother Nature's timing was as off as it could be.

We just completed our fall open track event, and for once, the day dawned bright and clear, but soon our old friend, Mother Nature woke up and realized that the Shelby Club was out and reverted to her normal treatment. She brewed up clouds and rain to provide a consistent ending to our final event of this year.

That would seem to make the score: Mother Nature 5 , SAAC-MCR 0 . But don't believe it. SAAC_MCR scored too because in spite of the best efforts of the supreme nature lady, SAAC-MCR came through. Parts were sold at the winter swap meet and the people who came were glad that they did. There were nice cars at the Show 'n Go and the people who attended commented on the quality of our event and the cars that were there, they enjoyed themselves. The trophies were nothing short of spectacular.

The club has obtained a new trailer to haul our belongings, we have made many new friends in the past year and we have definitely exhibited some "unsinkable" club spirit. How could this year be considered anything other than a success?

As ever, yours in SAAC,
Tom Greene



FALL GORNO FORD CAR SHOW
BY KURT FREDRICKSON

As with most weekends this year rain has seemed to play a role in our weekend activities and the Fall Gorno Ford Car Show on Sunday September 16 was no exception. The rain started Saturday night and did not stop until late Sunday morning.

A handful of very dedicated club members started getting the car show set up and running at 7:00am, which was when the parts vendors were showing up. The show cars were slowly starting to arrive and park in the lot. We kept hoping the rain would stop before the general public started coming. We decided to make the best out of the situation and brought the show cars inside and filled up the write up area with some excellent show cars.

Soon the rain stopped and the parking lot was once again filling up with more show cars, things were looking much better now. The show this year was set up by popular vote, with each owner voting in four separate categories. "BEST OF SHOW" Shelby, "BEST OF SHOW" non Shelby, "BEST PAINT", and "BEST ENGINE".

George Gorno was kind enough to purchase four beautiful silver cup trophies to be given away in the four categories above. Just over thirty cars competed for the four silver trophies and when the vote was tallied the winners were:

"BEST OF SHOW" ,SHELBY:
GEORGE GORNO
1970 GT500 Conv.Red

"BEST OF SHOW" ,NON SHELBY:
DAVE CERMAK
1966 Mustang Conv. Red

"BEST PAINT":
CARL GALIETTI
1969 Mach I 351W Black

"BEST ENGINE":
BOB SHMINA
1969 MACH I 428CJ WHITE



Photos by Rodney Beckwith IV



NOT JUST OF SECONDARY CONCERN

One of the fondest memories most enthusiasts have is the sound woaAAAAAAH! as the secondaries of their four barrel carb(s) kick in. Ah, the sound of power. However, achieving this euphoria requires the timing of the secondary opening to be at such a point that the engine can take advantage of the air gulping opportunity.

Secondary opening can be achieved in a number of ways by either purely mechanical, or by "air flow sensing" means. A mechanical secondary utilizes direct mechanical linkage in either a 1:1 primary-to-secondary opening rate or the more common staged method in which the primaries must be opened a specified amount (approximately 35-45 degrees) before the secondaries begin to open. The air flow sensing types are either an air valve such as featured on the Rottenchester Qaudrajunks or Carter carbs. The air valve type also has a staged mechanical throttle linkage, but uses an air valve that looks like a spring loaded choke above the secondary throttle. If the secondary throttle is opened, as a vacuum is created by the airflow into the engine, the air valve tries to open against the spring preload. Changes in spring preload changes the secondary opening point. On most Holley four barrels, more popular with enthusiasts, the secondary throttles are opened by a vacuum diaphragm. Air flow through the primary venturi creates a small vacuum which acts upon the secondary diaphragm. A spring in the diaphragm keeps the secondaries closed until the time that the vacuum force overcomes the spring force, allowing the secondaries to begin opening.

The joy and pain of such a system is in its ease of modification. It is quite common for an enthusiast to try and modify his carb to get the secondaries to come in sooner, in the belief that more is better and that the sooner opening will result in more power and quicker acceleration. In reality the ease of modification is to allow the opening to be more closely tailored to the engine's needs. After all, the engine knows what it needs and that is dependent on the volumetric efficiency of the engine with its combination of internal parts (cam, compression, headers, etc.) for that speed and load. Also an influence is how fast the engine revs which is in part due to that same set of internal parts, plus what gear ratio is used and vehicle weight. To that end (sic) the mechanical secondary carbs typically prefer high numerical drive ratios. The vacuum secondary type are more flexible in that they only draw in what the engines requires - to an extent. If the combination of secondary calibration parts, mainly the secondary spring, is not attuned to the engines needs then they too can open too soon. More problems usually come from opening too soon rather than not soon enough. Opening too soon can cause the engine to bog as the secondaries attempt to open as the ability to draw in more air than the engine requires causes a drop in flow velocity. A quick way to determine if you think the secondaries on your vacuum equipped Holley is opening too soon is to disconnect the secondaries by removing the E-clip at the secondary throttle operating lever and remove the secondary diaphragm link from the lever. If the region of operation where you had concern of the secondaries opening changes, whether it be a stumble on a drag race style launch or a rolling tip-in problem, then the problem was probably too early of secondary operation.

An example was Tom Greene's GT-350 where he was launching at the strip from 8,000 RPM. Surely one would think that at that speed, the secondaries would be required to be full open. But what actually appeared to happen was that the secondaries were not open when staging

(evidenced by 19"HG of manifold vacuum at that 8,000 RPM staging) due to the low volumetric efficiency at that no load condition even with that high RPM. Then when the clutch was dropped, the increased load requirement would cause the secondaries to start to open. However, because they were trying to open so quick a big drop in flow velocity occurred which resulted in a severe stumble. When the stumble occurred, the secondaries started to close due to the reduction in flow velocity and resultant venturi vacuum. When this occurred, it was then easier for the engine to rev as the flow velocity would then increase and eventually the secondaries would reopen again at a more opportune point.

To give an indication that the secondaries don't normally need to be in as early as everyone expects, examine the accompanying power curve. Although this curve is a comparison of a 2 bore CFI vs. a 4 bore CFI on an early Ford 302 H.O. a few years back, an indication of what is gained or lost can be ascertained. The 2 bore CFI flows 325 CFM of air at 3"HG manifold vacuum with its 1 9/16" bores. The 4 bore CFI utilized 1:1 primary-to-secondary mechanical throttle opening and flowed 600 CFM of air at 1.5"HG with its 1 9/16" bores (or 845 CFM at an unrealistic 3"HG manifold vacuum for a 4V). As can be seen, no gain in power is achieved by having all four bores full open below 2800 RPM (or roughly the torque peak of the engine). The small gains that appear at some lower points can be discounted since the runs were on different days, and that 2V to 4V manifolds were also swapped with possibly some cylinder-to-cylinder air/fuel distribution effects.

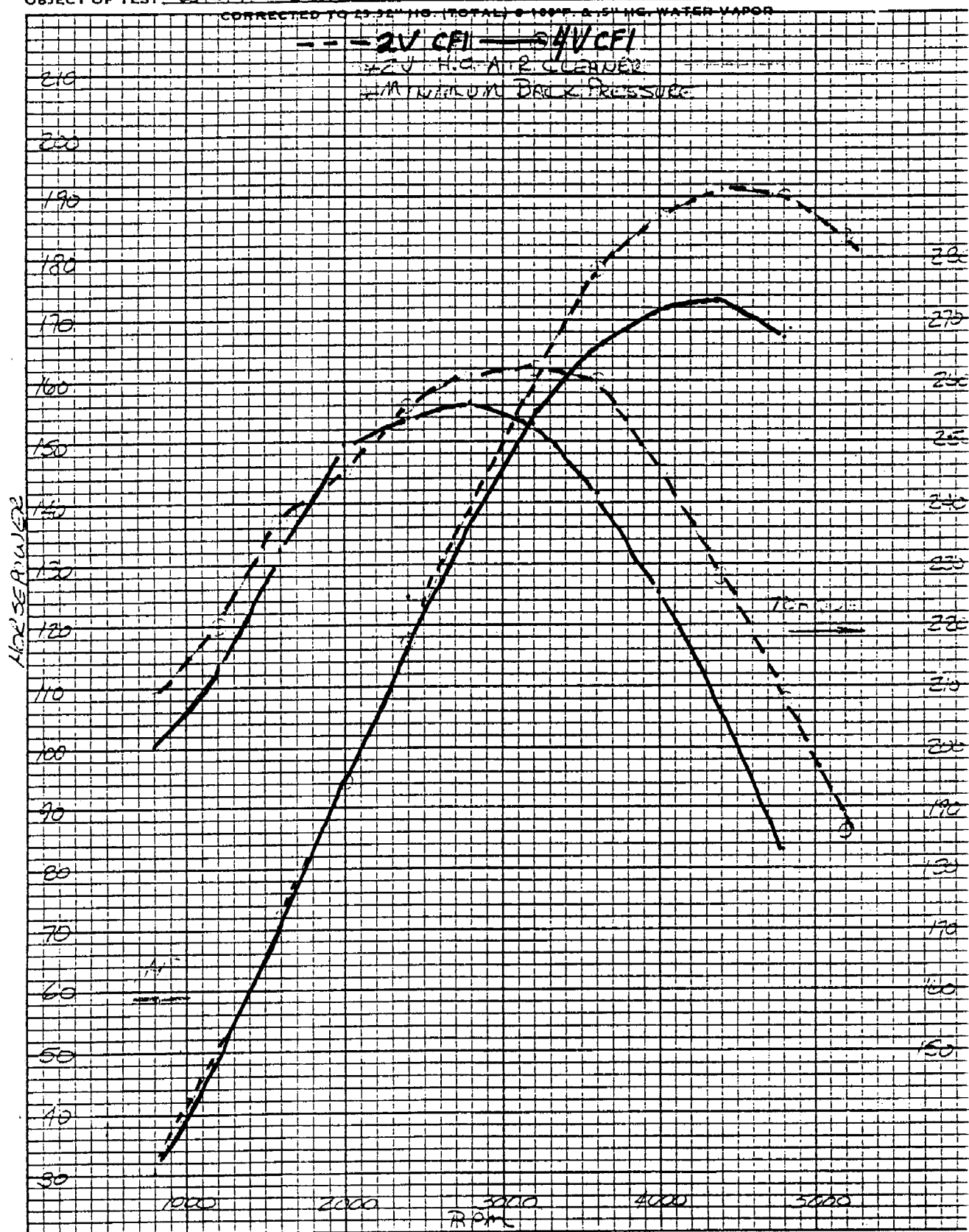
Now if you find your secondaries coming in too soon, several tuning options are available. First, by changing to a heavier spring the secondaries will open later. But, they will also open at a slower rate, achieving full open at a higher RPM. If you cannot come up with a good compromise of a spring that starts to open at the right point but is not full open soon enough, then you can try several methods to supply vacuum to the diaphragm quicker. The vacuum passage at the diaphragm housing contains some form of a restriction which allows vacuum to be bled off when the secondaries are closed, as well as partially controlling how quick vacuum is applied to the diaphragm. By either enlarging the restriction or by taking a screw driver and staking the check valve seat allows vacuum to reach the diaphragm sooner. The restriction is very small in diameter (usually < .020") so a small change in diameter gives a big change in area so modify cautiously. The staking of the seat is also a way of increasing the exposed vacuum path. This can be done with either a straight screwdriver providing one path, or a Phillips screwdriver which naturally provides four paths and thus more area so it won't need to be staked as hard to get the same effect.

A few other helpful tips is that when using dual carbs, use the special diaphragm covers that contain an external vacuum port and connect the diaphragms of the two carbs together. This has the benefit in balancing the source vacuum between the carbs providing a more uniform secondary opening and smoother transition. Also helpful when making tuning changes is a new two piece diaphragm cover. This cover allows spring changes to be made without removing the complete diaphragm housing from the carb (in standard configuration, one the cover screws hides peskily underneath the air cleaner flange denying access to it).

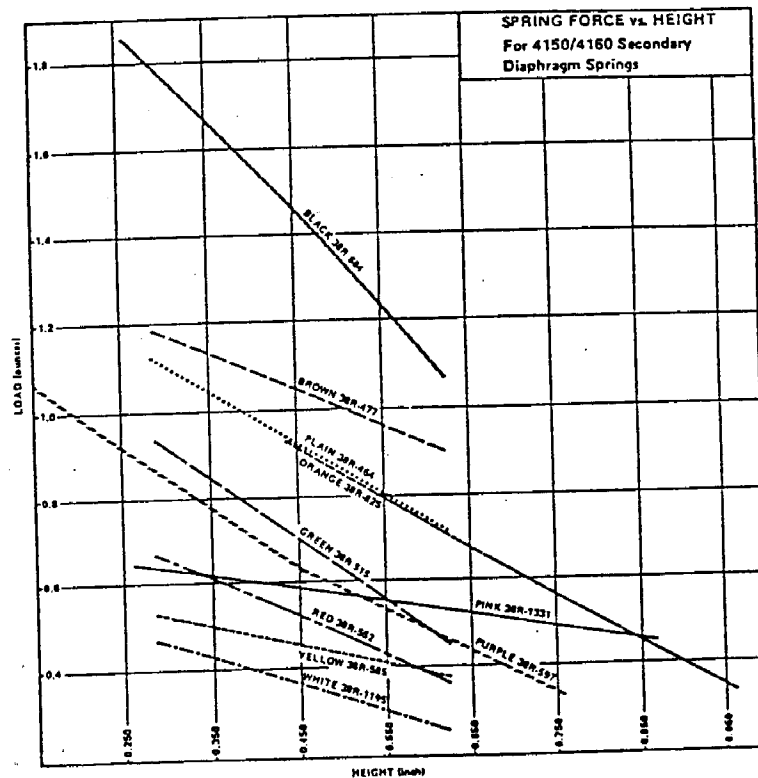
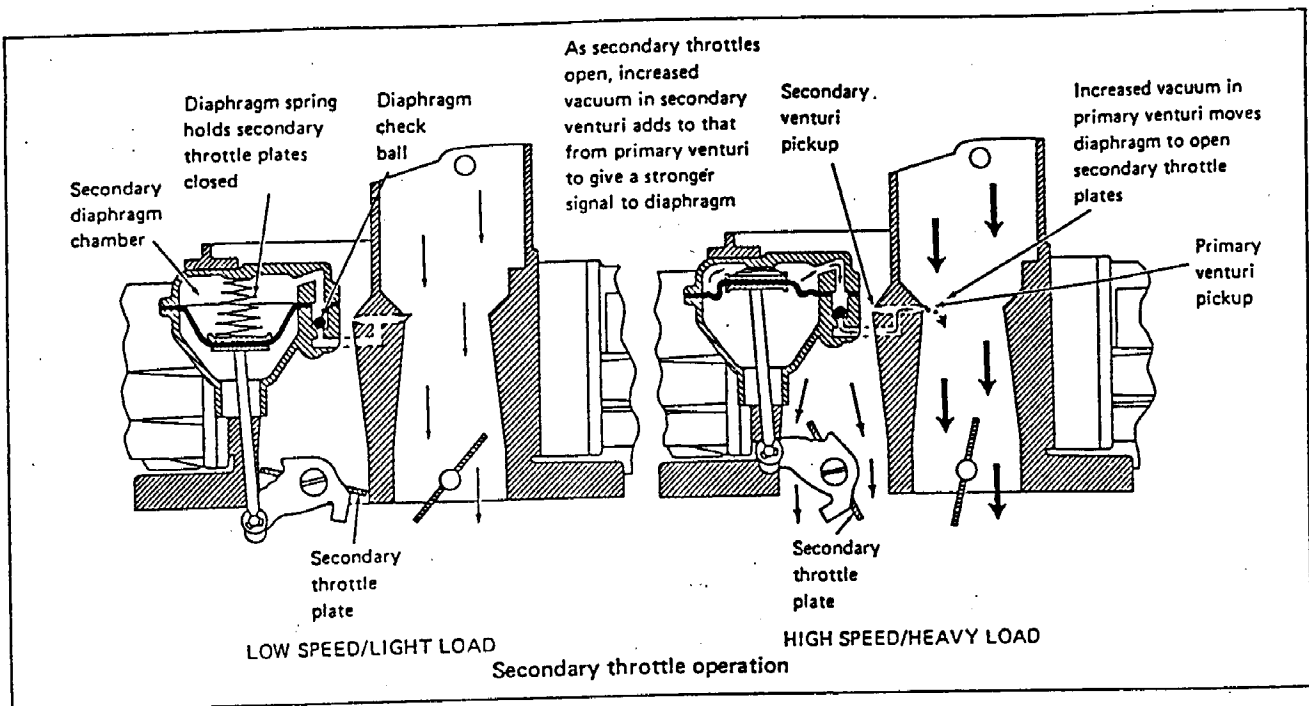
Now it is no longer necessary to suffer from a secondary effect.

by Steve White

NAME _____ MODEL H.O. SERIAL NO. 37E-501K-10-2538 DATE OF TEST 10-4-52
 NO. OF CYLS. 2 BORE 4.00 STROKE 3.20 DISPLACEMENT 302 COMP. RATIO _____
 FUEL _____ OCTANE NO. _____ CELL NO. 2-N FOR DETAILS SEE SHEETS _____ OF TEST NO. 3-9
 OBJECT OF TEST W.O.T. POWER



DATE 10-11-52 PLOTTED BY WHITE CHECKED BY _____



HOLLEY VACUUM SECONDARY SPRING DATA

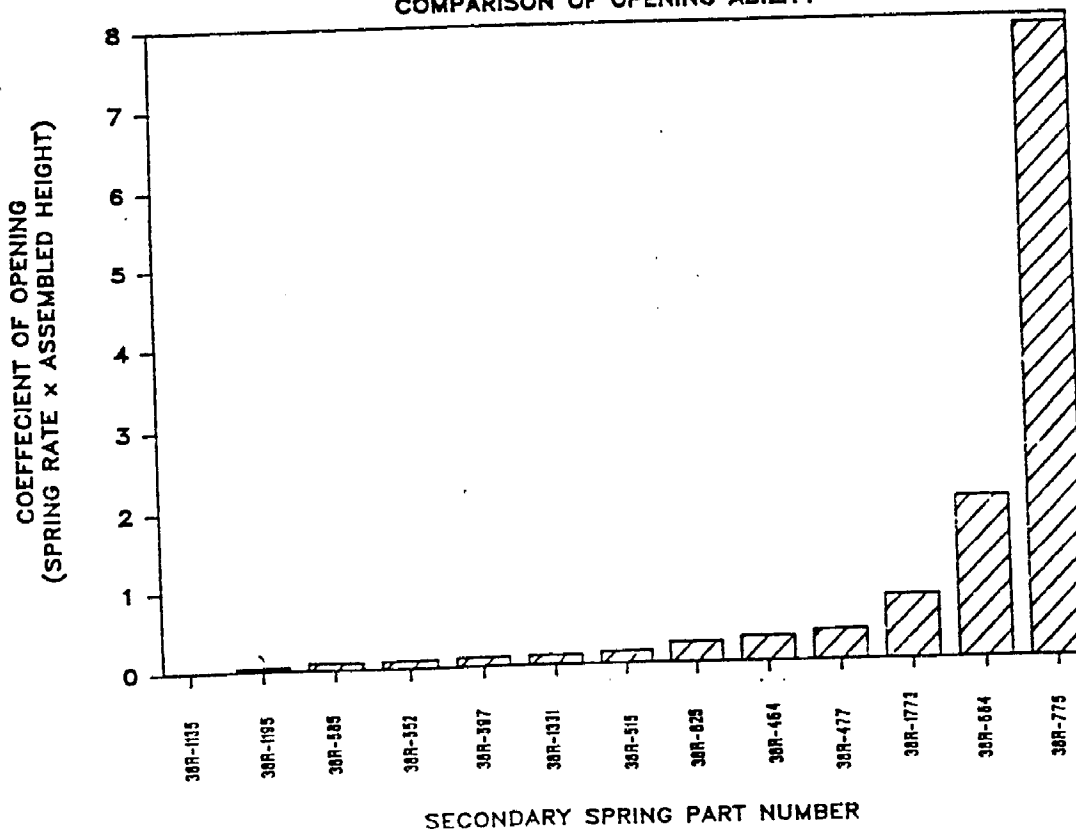
VACUUM SECONDARY OPENING POINT AND RATE OF OPENING IS CONTROLLED PRIMARILY BY THE SECONDARY SPRING. IN ORDER TO GET AN IMPRESSION OF WHY JUST CHANGING THE SECONDARY SPRING CAN HAVE WIDELY VARYING RESULTS, EXAMINE THE CHART BELOW. THE VARIATION IN SPRING DESIGN'S RATE AND FREE HEIGHT EFFECT THE RESULTANT SPRING LOAD WHEN INSTALLED TO THE CONSTANT HEIGHT OF THE DIAPHRAGM HOUSING. THIS ASSEMBLED LOAD PLUS THE SPRINGS' RATE DETERMINES THE OPENING CHARACTERISTICS OF THE SECONDARIES. IN EFFORT TO MAKE ALL THIS SPRING DATA USEABLE, AND ALSO MORE COMPARABLE THAN THE TYPICAL GRAPH PROVIDED BY HOLLEY, I HAVE CREATED A "COEFFICIENT OF OPENING" VALUE. THIS COEFFICIENT IS DERIVED FROM THE SPRING RATE MULTIPLIED BY THE ASSEMBLED LOAD FOR THE PARTICULAR SPRING. THE LOWER THE VALUE, THE EARLIER THE OPENING OF THE SECONDARY SHOULD OCCUR IN RELATION TO ANOTHER SPRINGS' VALUE.

by STEVE WHITE

HOLLEY PART NO.	NOTES	SPRING COLOR	WIRE DIA. (INCHES)	SPRING RATE (#/IN.)	FREE HEIGHT (INCHES)	ASSEMBLED LOAD (LBS.)	COEFFICIENT OF OPENING (S.R. x A.L.)	OPENING RATING (EARLIEST=1)
38R-1135	2	YELLOW	0.0280	0.3190	1.01	0.013	0.0041	1
38R-1195	1	WHITE	0.0285	0.3450	1.35	0.132	0.0455	2
38R-585	1	YELLOW	0.0280	0.3190	1.80	0.265	0.0045	3
38R-552	1	RED	0.0270	0.3575	1.74	0.276	0.0987	4
38R-597	1	PURPLE	0.0295	0.5000	1.42	0.226	0.1130	5
38R-1331	1	PINK	0.0260	0.2760	2.50	0.423	0.1167	6
38R-515	1	GREEN	0.0300	0.7200	1.25	0.203	0.1462	7
38R-825	1	ORANGE	0.0355	0.7400	1.42	0.338	0.2528	8
38R-464	1	PLAIN	0.0300	0.5900	1.85	0.520	0.3068	9
38R-477	1	BROWN	0.0305	0.5300	2.30	0.706	0.3742	10
38R-1773	-	LT.BLUE	0.0340	0.8410	2.10	0.951	0.7998	11
38R-684	1	BLACK	0.0380	2.1700	1.40	0.937	2.0333	12
38R-775	-	BLUE	0.0460	4.8750	1.30	1.619	7.8926	13

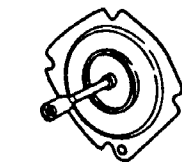
NOTES:1-STD. AFTERMARKET AVAILABILITY
2-1.5 COILS CUT OFF OF 38R-585

HOLLEY VACUUM SECONDARY SPRINGS COMPARISON OF OPENING ABILITY

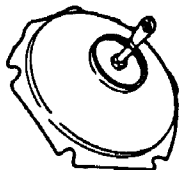


service parts

SECONDARY DIAPHRAGM



PART NO. 135-2
Fits Carburetor No.'s
0-1848,-1
0-3220
0-6299,-1
0-8007



PART NO. 135-6
Fits Carburetor No.'s
0-3659 0-4394,-2
0-4365,-1 0-4671
0-4382,-1 0-4672
0-4383,-1 0-4789
0-4393,-2 0-4790

PART NO. 135-3
Fits Carburetor No.'s.

0-2929	0-4168
0-2953,-1	0-4174
0-2973	0-4201
0-3116	0-4202
0-3259,-1	0-4235
0-3300	0-4236
0-3301	0-4279
0-3410	0-4280
0-3411	0-6127,
0-3418,-1	0-6128,
0-3977	0-6129
0-4118	

PART NO. 135-4
Fits Carburetor No.'s

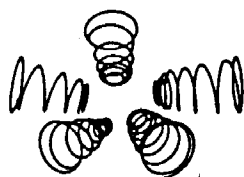
0-1849	0-6979-1
0-1850	0-6989
0-1850-1	0-7002
0-1850-2	0-7002-1
0-3310	0-7004
0-3310-1	0-7004-1
0-3310-2	0-7004-2
0-4452-1	0-7005
0-4548	0-7005-1
0-6619	0-7005-2
0-6619-1	0-7006
0-6909	0-7006-1
0-6919	0-7006-2
0-6979	0-7009

PART NO. 135-4
(Continued)
Fits Carburetor No.'s

0-7009-1	0-8059-1
0-7010	0-8060
0-7351	0-8060-1
0-7397	0-8181
0-7855	0-8546
0-7985	0-8679
0-7986	0-8700
0-7987	0-8879
0-8004	0-9002
0-8005	0-9040
0-8006	0-9219
0-8059	

SECONDARY DIAPHRAGM SPRING KIT

PART NO. 20-13



CONTAINS

COLOR	RELATIVE LOAD
White	Lightest
Yellow	Lighter
Yellow	Light
Purple	Med. Light
Plain (No. Color)	Medium
Brown	Med. Heavy
Black	Heavy

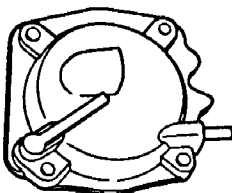
SECONDARY THROTTLE OPERATION RANGES

Diaphragm Secondary Springs From 20-13 Used
in Model 4150, List 3310-1 Carburetor

Spring Color	350 CID Engine		402 CID Engine	
	RPM to Open	RPM at Full Open	RPM to Open	RPM at Full Open
Yellow (short spring)	1620	5680	1410	4960
Yellow	1635	5750	1420	5020
Purple	1915	6950	1680	6050
Plain (Std. Spring)	2240	8160	1960	7130
Brown	2710	8750	2380	7650
Black	2720	Not fully open at maximum air flow	2390	Not fully open at maximum air flow

NOTE:

All data taken without air cleaner. An air cleaner would cause earlier opening in all cases. Values subject to change due to cleaner restrictions.



SECONDARY VACUUM BALANCE KIT

Part No. 20-28

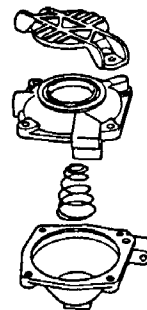
ADAPTS 4150 MODELS
FOR 2 x 4 MANIFOLD
APPLICATIONS

QUICK CHANGE SECONDARY SPRING KIT

New

Holley now has available one of the neatest little carburetor tuning kits to come out in a long time. It's trick and very practical — a real time saver. A quick change vacuum secondary spring kit.

This kit will allow the removal/installation of vacuum secondary springs without the need to disassemble the vacuum diaphragm housing from the carburetor (so as to access the back cover plate screw).



Like the illustration shows, now only two (2) readily accessible cover plate screws need be removed from the new cover to service the secondary vacuum diaphragm spring.

It's trick; it's practical; it's a real time saver.

SWAMP THING II

FALL TRACK EVENT OCTOBER 7, 1990

The times listed are correct in most cases, but not all.

(editor)

CAR	Driver	Lap	Lap time	Speed
0	Ken Luba	1	00:01:53.319	47.65
0	blue mustang	2	00:01:51.754	48.32
0	blue mustang	3	00:02:01.649	44.39
0	blue mustang	4	00:01:47.315	50.32
1	Phil Jacobs	1	00:01:24.038	64.26
1	tbird	2	00:03:36.844	24.90
1	tbird	3	00:01:29.968	60.02
1	tbird	4	00:01:31.217	59.20
1	tbird	5	00:01:30.618	59.59
1	grey tbird	1	00:02:00.139	44.95
1	grey tbird	2	00:01:50.674	48.79
1	grey tbird	3	00:01:49.984	49.10
2	Mark Hall	1	00:01:16.466	70.62
2	Red F/Ford	2	00:01:22.037	65.82
2	RED FF	3	00:01:22.488	65.46
2		1	00:01:34.332	57.24
2		2	00:01:32.346	58.48
2		3	00:01:33.468	57.77
2		4	00:01:33.903	57.51
2	redff	1	00:01:23.760	64.47
2	redff	2	00:04:56.270	18.23
2	redff	3	00:01:20.071	67.44
2	redff	4	00:01:21.739	66.06
3	Rich Tweedle	1	00:00:21.225	254.42
3	Black SVO	2	00:01:33.519	57.74
3		3	00:01:33.801	57.57
3		4	00:01:32.442	58.42
3		5	00:01:35.052	56.81
3		6	00:01:31.652	58.92
3	black SVO	1	00:01:28.017	61.35
3	black	2	00:01:29.991	60.01
3	black	3	00:01:30.052	59.97
3	black	4	00:01:32.220	58.56
3	black	5	00:01:30.789	59.48
4	Gary Godula	1	00:01:26.645	62.32
4	Burg Must GT	2	00:01:27.712	61.57
4		3	00:01:25.111	63.45
4		4	00:01:26.344	62.54
4	burgundy	1	00:01:26.257	62.60
4	burgundy	2	00:01:27.872	61.45
4	burgundy	3	00:01:25.624	63.07
4	burgundy	4	00:01:28.003	61.36
4	red	1	00:01:26.750	62.25
4	red	2	00:01:37.843	55.19
5	Dave Stepin	1	00:00:27.135	199.01
5	Maroon Must	2	00:01:31.172	59.23
5		3	00:01:29.396	60.41
5		4	00:01:30.814	59.46
5		5	00:01:30.535	59.65
5	burgundy	1	00:02:11.180	41.16
5	burgundy	2	00:01:06.762	80.88
5	burgundy	3	00:01:30.711	59.53
5	burgundy	4	00:01:29.522	60.32
7	Rod Beckwith	1	00:01:00.345	89.49
7	Grey SVO	2	00:01:39.742	54.14
7		3	00:01:37.574	55.34
7		4	00:01:36.854	55.75
7		5	00:01:33.456	57.78
7		1	00:01:55.266	46.85

7	Rod Beckwith	2	00:01:13.523	73.45
7	Grey SVO	3	00:01:31.554	58.98
7	silver	4	00:01:31.766	58.85
8	Fredrickson	1	00:01:26.605	62.35
8	Red Alpine	2	00:01:24.435	63.95
8		3	00:01:25.116	63.44
8		4	00:01:25.299	63.31
8	red	1	00:01:26.940	62.11
8	red	2	00:01:26.273	62.59
8	red	3	00:01:25.904	62.86
8	red	4	00:01:23.639	64.56
9	Stu Cashman	1	00:01:51.171	48.57
9	Boss 302	2	00:01:32.647	58.29
9		3	00:01:32.549	58.35
9		4	00:01:33.993	57.45
9	silver	1	00:01:37.915	55.15
9	silver	2	00:01:36.865	55.75
9	silver	3	00:01:35.355	56.63
9	silver	4	00:01:36.315	56.07
9	silver	5	00:01:33.500	57.75
10	Brian Greene	1	00:01:44.045	51.90
10	Green Capri	2	00:01:45.326	51.27
10		3	00:01:44.608	51.62
10		4	00:01:42.525	52.67
10	green	1	00:01:41.441	53.23
11	Gary Becker	1	00:01:38.185	55.00
11	86 Mustang	2	00:01:40.683	53.63
11		3	00:01:43.315	52.27
11		4	00:01:43.794	52.03
11	white	1	00:01:51.355	48.49
11	white	2	00:01:48.544	49.75
11	white	3	00:01:44.675	51.59
11	white	4	00:01:44.277	51.79
13	L. Spradlin	1	00:01:31.275	59.16
13	Red 68 GT500	2	00:01:32.698	58.25
13		3	00:01:35.527	56.53
13		4	00:01:40.927	53.50
13		5	00:01:33.126	57.99
13		1	00:01:31.275	59.16
13		2	00:01:32.698	58.25
13		3	00:01:35.527	56.53
13		4	00:01:40.927	53.50
13		5	00:01:33.126	57.99
13	shelby	1	00:01:31.536	58.99
13	shelby	2	00:01:32.113	58.62
13	shelby	3	00:01:31.608	58.95
13	shelby	4	00:01:40.468	53.75
13	shelby	5	00:01:46.069	50.91
14	Doug Sparks	1	00:00:36.955	146.12
14	89 Mustang	2	00:01:30.238	59.84
14		3	00:01:31.362	59.11
14		4	00:01:29.243	60.51
14		5	00:01:31.529	59.00
14	white	1	00:01:31.057	59.30
14	white	2	00:01:28.337	61.13
14	white	3	00:01:29.757	60.16
14	white	4	00:01:27.485	61.72
14	white	5	00:01:31.231	59.19

15	Tim Young	1	00:01:37.666	55.29
15	Red 68 Must	2	00:01:34.923	56.89
15		3	00:01:34.005	57.44
15		4	00:01:35.876	56.32
15	red	1	00:01:36.794	55.79
15	red	2	00:01:34.268	57.28
15	red	3	00:01:36.294	56.08
15	red	4	00:01:43.545	52.15
15	red	5	00:01:42.538	52.66
16	Ed Ludtke	1	00:01:36.878	55.74
16	Shlb Charger	2	00:01:34.172	57.34
16	charger	3	00:01:35.462	56.57
16	charger	4	00:01:39.855	54.08
16	charger	5	00:01:42.270	52.80
17	Ted Lobdell	1	00:01:48.059	49.97
17	red 68 GT350	2	00:01:45.961	50.96
17		3	00:01:44.116	51.87
17		4	00:01:43.873	51.99
17		1	00:01:49.092	49.50
17		2	00:01:48.193	49.91
17		3	00:01:47.342	50.31
17		4	00:01:53.487	47.58
18	Ken Flint	1	00:01:35.900	56.31
18	Black SVO	2	00:01:37.084	55.62
18		3	00:01:37.442	55.42
18		4	00:01:34.357	57.23
18		1	00:01:33.262	57.90
18		2	00:01:31.817	58.81
18		3	00:01:32.487	58.39
18		4	00:01:35.040	56.82
19	R. Lamoreaux	1	00:01:30.252	59.83
19	Blu Must GT	2	00:01:28.680	60.89
19		3	00:01:27.560	61.67
19		4	00:01:28.087	61.30
19		5	00:01:26.648	62.32
19		1	00:01:37.101	55.61
19		2	00:01:36.457	55.98
19		3	00:01:35.687	56.43
19		4	00:01:37.567	55.35
19		5	00:01:36.086	56.20
19		1	00:01:37.101	55.61
19		2	00:01:36.457	55.98
19		3	00:01:35.687	56.43
19		4	00:01:37.567	55.35
19		5	00:01:36.086	56.20
19	blue	1	00:01:29.932	60.05
19	blue	2	00:01:26.476	62.45
19	blue	3	00:01:28.403	61.08
19	blue	4	00:01:26.531	62.41
20	J. Ebersole	1	00:01:45.787	51.05
20	BLUE TRACER	2	00:01:44.045	51.90
20	BLUE TRACER	3	00:01:45.646	51.11
20	BLUE TRACER	4	00:01:45.806	51.04
20	tracer	1	00:01:45.262	51.30
20	tracer	2	00:01:52.828	47.86
21	Glen Bates	1	00:01:29.590	60.27
21	Red Must GT	2	00:01:31.227	59.19
21	red	3	00:01:29.986	60.01
21	red	4	00:01:29.455	60.37
21	red	5	00:01:31.849	58.79
22	Dean Ricci	1	00:01:14.357	72.62
22	Green Must	2	00:01:37.539	55.36
22	Convertible	3	00:01:35.491	56.55
22		4	00:01:35.213	56.71
22		5	00:01:36.778	55.80
22	dk green	1	00:02:11.989	40.91
22	dk green	2	00:01:04.293	83.99
22	dk green	3	00:01:55.410	46.79
22	dk green	4	00:01:40.185	53.90

22	dk green	1	00:02:00.029	44.99
22	dk green	2	00:02:00.943	44.65
22	dk green	3	00:01:57.870	45.81
22	dk green	4	00:02:00.549	44.80
23	B. Crawford	1	00:01:36.815	55.78
23	WHITE MUSTAN	2	00:01:40.717	53.62
23	WHITE MUSTAN	3	00:01:37.052	55.64
23	WHITE MUSTAN	4	00:01:40.767	53.59
24	Mike Selman	1	00:01:32.221	58.55
24	Black Must	2	00:01:31.487	59.02
24	black	3	00:01:31.531	59.00
24	black	4	00:01:30.869	59.43
24	black mustan	1	00:02:27.212	36.68
24	black mustan	2	00:01:48.626	49.71
24	black mustan	3	00:01:48.925	49.58
24	black mustan	4	00:01:50.374	48.92
24	black mustan	5	00:01:48.284	49.87
25	Jim Droze	1	00:01:25.782	62.95
25	YELLOW FF	2	00:01:23.326	64.81
25	YELLOW FF	3	00:01:25.235	63.35
25	Todd Droze	1	00:01:31.405	59.08
25		2	00:01:32.949	58.10
25		3	00:03:32.161	25.45
25		1	00:01:24.539	63.88
25		2	00:01:49.574	49.28
25		3	00:01:22.932	65.11
25		4	00:01:22.528	65.43
25		5	00:01:19.528	67.90
25		1	00:01:24.539	63.88
25		2	00:01:49.574	49.28
25		3	00:01:22.932	65.11
25		4	00:01:22.528	65.43
25		5	00:01:19.528	67.90
25	yellowff	1	00:01:25.044	63.50
27	Steve Fiddie	1	00:00:20.280	266.27
27	Blue Pro Pre	2	00:01:32.295	58.51
27		3	00:01:29.000	60.67
27		4	00:01:31.175	59.23
27		5	00:01:30.698	59.54
27	blue	1	00:01:36.692	55.85
27	blue	2	00:01:36.462	55.98
27	blue	3	00:01:27.590	61.65
27	blue	4	00:01:30.023	59.98
27	blue mustang	1	00:01:52.687	47.92
27	blue mustang	2	00:01:51.027	48.64
27	blue mustang	3	00:01:50.925	48.68
27	blue mustang	4	00:01:49.839	49.16
27	blue mustang	5	00:02:01.954	44.28
31	R. Parthemer	1	00:01:36.730	55.83
31	Maroon SVO	2	00:01:55.015	46.95
31		3	00:01:37.688	55.28
31		4	00:01:38.772	54.67
31	burgundy	1	00:01:37.186	55.56
31	burgundy	2	00:01:46.968	50.48
66	Steve White	1	00:02:04.399	43.41
66	66 GT350	2	00:01:33.404	57.81
66	striped	1	00:01:28.511	61.01
66	striped	2	00:01:30.370	59.75
66	striped	3	00:01:30.879	59.42
66	striped	4	00:01:32.092	58.64
66	striped	5	00:01:29.268	60.49
91	Tom Greene	1	00:02:19.124	38.81
91	Black LSC	2	00:01:30.086	59.94
91		3	00:01:34.951	56.87
91	lsc	1	00:01:33.170	57.96
91	lsc	2	00:01:34.672	57.04
91	lsc	3	00:01:32.099	58.63
91	lsc	4	00:01:33.608	57.69
91	lsc	5	00:01:31.362	59.11
91	lsc	1	00:01:47.569	50.20
91	lsc	2	00:01:46.658	50.63

SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

MEETING MINUTES- August 2, 1990
BY RODNEY J. BECKWITH IV

The meeting was called to order at 8:12 pm on August 2nd by Tom Greene. The first order of business was the recognition of new faces, such as Charles Coffel, and Jeff Cermack.

---NATIONAL NEWS---JOHN GUYER---
SAAC 16 July 4 or Aug. 8, 1991.
SAAC Mag. three weeks away from mailing.

EDITORS REPORT--KURT FREDRICKSON
Good-News and Bad-News. The newsletter is printed (but not put together), special thanks to Rick Bracken for the cover photo. There is a Valvoline oil change coupon in the news letter (use it). Anybody with articles, 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 bylaws are still being typed up.

-FINANCIAL REPORT--LEE SWONDER--

The club has \$ 495.00 Dollars in the savings account and \$4326.00 in the checking.

-COMPETITION REPORT Ed Ludtke-

Team MCR will be well represented at the Waterford Hills Vintage Race. Come out and support Ed Ludtke, Kurt Fredrickson, Bob Varcoe, Tom Greene, and Mike Sedlak. Team MCR went to Mid Ohio (we didn't finish in good mechanical shape).

-----MISCELLANEOUS DETAILS-----

SAAC-15 was last month at Mid-Ohio and turn 3 claimed a 1970 orange Mach I. 50/50 Drawing: This month the winner was Carl Galiette who won \$36.00. All 45 people had a great time at the meeting and consuming large quantities of pizza, and at 9:00pm the meeting was over.

SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

MEETING MINUTES- September 5, 1990
BY RODNEY J. BECKWITH IV

The meeting was called to order at 8:04 pm on Sept 5th by Tom Greene. The first order of business was the recognition of new faces such as Jeff Davis, Scott Ball, Mike Elwood, John Alsfasser, and Mark Sarkisian.

September Meeting Minutes
Continued On Next Page

---NATIONAL NEWS---JOHN GUYER---
SAAC-16 Charlotte National Convetion.

-----Christmas Party-----

The Christmas party is December 8th, 1990 at the Dearborn Elks club. The party starts at 7:00 pm, with an open bar and salad bar. The cost is \$19.50 per person.

EDITORS REPORT--KURT FREDRICKSON
The 5 guys are very helpfull.

-DIRECTOR'S REPORT--TOM GREENE
Show Sept. 16,1990.

-FINANCIAL REPORT--LEE SWONDER--
No total well and good.

Advertising Report--Phil Jacobs
The club owes me \$375.00. We have advertisements in the Detroit newspaper ,and in Hemmings.

-COMPETITION REPORT ED LUDTKE--
Lime rock Trans-Am reunion. Mike Sedlak took 5th place. It took Mike 13 hours to drive out. In a future issue of the Selby American, there will be an article on Mike Sedlaks vintage racing. The race will be telivised on ESPN on Dec. 29,1990.

-----MISCELLANEOUS DETAILS-----
44 people had a great time at the meeting and consuming large quantities of pizza, and at 9:23pm the meeting was over.

SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

MEETING MINUTES- October 6,1990
BY RODNEY J. BECKWITH IV

The meeting was called to order at 8:01pm on Oct. 6th by Tom Greene. The first order of business was the recognition of new faces such as Ade' Mainor, Dave Taylor, Dominic Saroh, Rowland Kingsbury, Bev Scermaks, Mike Selman.

---NATIONAL NEWS--JOHN GUYER---
SAAC-16 June 26-28 Charlotte, 3 or 4 smaller hotels, not the same as before. Three days open track. The possibility of a winter event? The Snake Bite will be out in Nov.

-----Christmas Party-----
The Christmas party is December 8th, 1990 at the Dearborn Elks club. The party starts at 7:00 pm, with an open bar and salad bar. The cost is \$19.50 per person.

EDITORS REPORT--KURT FREDRICKSON
The Shelby life is out, the next one will be out before the end of October? We need help with articles!!

-----FALL CAR SHOW REPORT-----
We did have a car show, we had 31 cars. we made the best of the situation, and had the first in door car show, we did have some fabulous trophy's. Carl Galletti won first place for best paint.

-DIRECTOR'S REPORT--TOM GREENE

- Welcome to October. Last month we had the Fall Show at Gorno and the weather was just BEAUTIFUL, right after the show was over.
- Watkins Glen was just as wet as the morning of the Fall show. Guess I was just intended to be water logged. Kurt's car decided to add to the humidity by expelling the coolant whenever he used wide open throttle. The first hand report is that Watkins Glen is a terrific track and the cars were great. There's always next year.
- Kurt has already provided the update report from the Fall show. I am adding my personal thank you's to all those who came out and brought their cars, and to all those who came out and did not bring their

Continued

OCTOBER MEETING MINUTES CONTINUED

cars. Maybe next year, we should consider having the show from noon to 7 pm, just to let mother nature vent get all the rain out of her system before the show.

- Winter Swap Meet. It is the weekend between the Super Bowl and the Pro Bowl. This means January 20 or 27th, 1991 (the correct date needs to be verified)
- I need a volunteer to help set up the flyer for the Winter Swap meet. We have determined (from lots of practice) that it takes two people to set it up and verify the copy master. This takes about 4 hours is all. We need to get started after this weekend. HELP!!!!!!!!!!
- The club made a donation to the American Lung association in memory of Rich Tweedle's mother.
- The bylaws are STILL half typed in the word processor at work
- Watch the director's corner in the upcoming newsletter
- Next month we will accept nominations for club officers to serve for the 1991 calendar year.
- Please take note that the memberships will also be due January 1, 1991.

- Remember - Please pay your bills and tip the waitress. She does put up with all of us each month and we need to show her that she is appreciated.

- We have a sign up sheet for Waterford circulating. I have already signed up three folks. Tell your friends, we have a few openings and still can maintain all the track time that everyone wants. BESIDES!!!!!! THIS IS THE WEEKEND THAT I WON'T GET WET AT A RACE TRACK OR CLUB EVENT THIS YEAR.

-FINANCIAL REPORT--LEE SWONDER--
Same as last month.

Advertising Report--Phil Jacobs
No change.

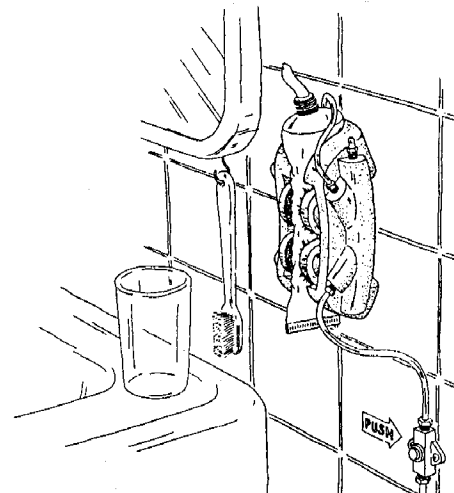
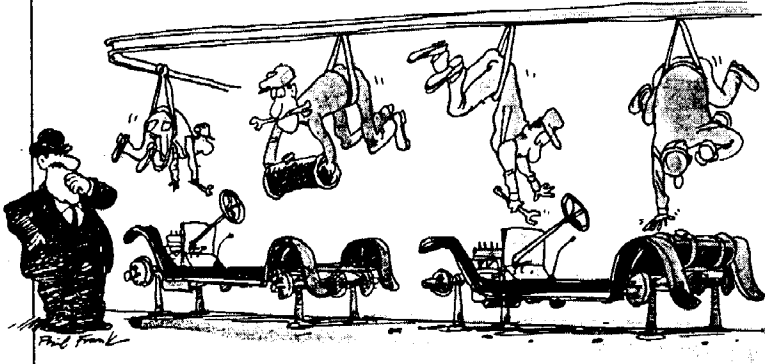
-COMPETITION REPORT ED LUDTKE--
Watkins Glen will have Formula 1 cars next year. Walter mitty, Robling road in April, Sebring in October. Last Labor day weekend Lime Rock had 370 entrants, 1970 Trans-Am recreation will be on ESPN Dec. 23, 1990. There was a field of 30 for the T/A event.

-----MISCELLANEOUS DETAILS-----
Ad from SCCA Open Exhaust with a trailer for sale? and we bought it for \$400.00. 33 people had a great time at the meeting and consuming large quantities of pizza, and at 9:15pm the meeting was over.

FRANK & TROISE

Great Moments in Automotive History SEPTEMBER 26, 1905

Elmer Beckwith almost invents the modern assembly line.



PHIL GARNER

SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

MEETING MINUTES- November 1, 1990
BY RODNEY J. BECKWITH IV

The meeting was called to order at 8:04 pm on Nov. 1st by Tom Greene. The first order of business was the recognition of new faces such as Ade' Mainor.

---NATIONAL NEWS---JOHN GUYER---

John Guyer is in Columbus Ohio.

-----Christmas Party-----

The Christmas party is December 8th, 1990 at the Dearborn Elks club. The party starts at 7:00 pm, with an open bar and salad bar. The cost is \$19.50 per person.

EDITORS REPORT--KURT FREDRICKSON

The latest newsletter will be in the mail next week.

-DIRECTOR'S REPORT--TOM GREENE

- Welcome to November. This is the month in which we place in nomination the names of those who we will vote in to run the club for the next year.

- * With this in mind, I would like to take your time to share my philosophy on the position of operating director of our club:

The club director must take the lead in all the club activities and take the responsibility when things don't come off smoothly. Taking the lead does NOT mean that the director does everything. It does mean that he gets the people in place to ensure that each job gets done, and those people who are in place to do those jobs do them with a shared set of goals. The goals are set by the board of directors.

I have long held the opinion that the purpose of the club is not to become a business unit, but to be a place where PEOPLE congregate to enjoy the cars and the company. I hope that this goal continues as the primary goal of the club.

I thank each of you for all the great times and for the special friends I have made in the club. I apologize to those of you who found the club lacking in providing those things for which you were looking. I greatly appreciate each of you who have supported the club's efforts so willingly over my term of the past 9 years in office.

Because of personal reasons, I have decided to not accept the nomination for club director for 1991. Thanks for the memories.

-FINANCIAL REPORT--LEE SWONDER--

Same as last month.

Advertising Report--Phil Jacobs

No change.

-COMPETITION REPORT ED LUDTKE--

We had the "Swamp Thing II" last month at Waterford Hills Race Course. This sunday 11/4/90 Mark Martin is racing.

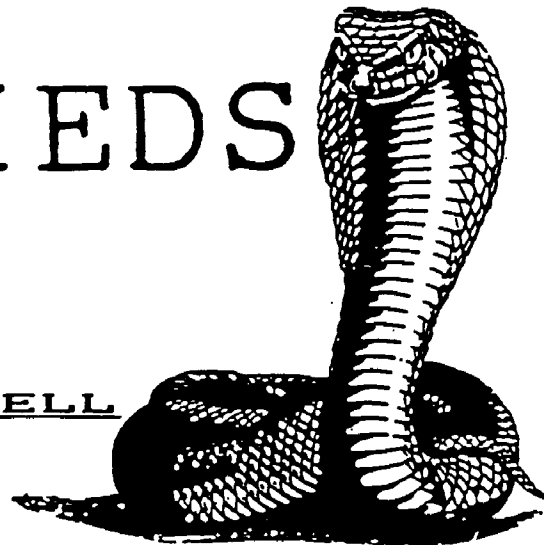
-----MISCELLANEOUS DETAILS-----

Walt Berti's 1970 orange Mach 1 is in this month's calander issue of Mustang Illustrated. The 5 guys car club is well thanked for the work done on the clubs new trailer. 50/50 Drawing: This month the winner was Jeff Meinicke who won \$40.50. All 40 people had a great time at the meeting and consuming large quantities of pizza, and at 9:26pm the meeting was over.

COBRA CLASSIFIEDS

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

SWAP 'N SELL FOR SALE



1972 Mustang 351ci Cleveland Engine, Factory Air, New Steel Radial Tires, Disk brakes, 82,000 miles California Car in totally rust free condition (R Vin Code). 1st Place in Show at MOCSEM Car Show in August. Car is presently in Dearborn and priced to sell at \$2,995.00 for info call 1-707-546-9189 or 562-2409 to see car in Dearborn. Charles Coffel

1967 Falcon 200ci. automatic 2 door sell or swap best offer, Scott Ball -----273-9279

One set of (4) 235/60x15 Goodyear Euro NCT tires used slightly but still lots of tread left \$140.00. Also one set of (4) 15x8" White Wagon Wheels, New in Boxes Ford bolt pattern \$80.00 Stu Cashman-----781-9921

1970 Maverick 302ci with 351W Heads, 5 speed T-5, 66 Mustang Suspension, Orange with Black Int. \$3995.00 Mark Yeghiazarian-----381-1769

MSD-6A \$75.00, 289 HI-PO Crankshaft (damaged) Boss 302 T/A Parts, 351-C Nascar Camshafts, Pistons, 2 Castiron 4V Intakes Ed Ludtke-----626-4312

(2) 295/50x15 and (2) 265/50x15 Goodrich Euro T/A super shape \$300.00. 289 HIPO Engine Block .020 over, Used RF. Fender, Hood, Bumper, for 1970 Mustang, Blue in Color...Wanted RF. Fender, Hood, Bumper, Valance, for 1970 Boss...(2) Boss Crankshafts .020/.020 Nitrited and race prepped....(1) Set of Boss 302 Rods - stock and Magnafluxed....(4) 289 HIPO Rods. Mike Sedlack-----449-2845

Mini Spool-Strange. Craig Esler-----553-1487 days.

5,000 Good Used Mustang & Fairlane parts. call Thundercolt (Ray Stitt) 10 to 6 daily.-----482-7321

Car Trailer 16ft. 20ft overall electric brakes, low profile. \$1,000.00 also B.F. Goodrich Comp. T/A-R1 (2) 235/60-15 and (2) 255/60-15 \$250.00 or best. Ed Ludtke-----626-4312

1966 Mustang Coupe 200ci 3 speed a/c needs parts, Southern Car, body good, needs paint new parts included: radial tires, shocks, battery, headliner, voltage regulator, upper ball joints, tie end rods, front valance, bumper and glove box. Great project car, needs minor repairs. \$1500.00 Ken Flint-----517-542-2991 days

(2) Recaro Seats. Black \$200.00 a pair Fits any Fox Chassis car. Dean Ricci-----421-0059

1987-1991 Mustang LX Front Clip \$400.00 (4) Thunderbird 1989-1991 16x7" Aluminum SV0 Wheels One of a Kind!!!! Make offer Rodney Beckwith-----474-0372

Rebuilt Holley 750 dbi pumper \$120, rebuilt 735 cfm Holley \$80 (driver - not resto), 750 cfm vac sec Holley rebuilt \$80, late Mustang ('79 up) aluminum brake drums - like new condition \$30 apiece or \$60 for all three. Mike Riemenschneider -- 459-1348

'75 Ranchero - fully restored \$5500 or best offer. Cobra kit unassembled body with frame & front suspension \$3500 or best offer. J.S. Logan ----- 565-8810

'69 Mach 1 351W 4V - gone, top loader 4 spd - gone. All or part of the rest come see and make offer. Greg Davis ---- 425-3549

'71 Mach 1 351C 4V 4bolt fresh engine, Imron paint, Recaros, Maier springs, Konis, Comp T/As, 4 spd. Also: 351C CJ engine, 4 bolt, std. bore, all or parts. Phil Jacobs ----- 879-8557

Mustang exhaust pipes (65-66), 780 cfm Holley vac sec dual metering blocks auto choke, Hall Pantera big-bore headers and exhaust system. Taurus sunroof glass. Brian Fedoroff 464-8623

351-C 1970 \$450. David Swan ----- 642-2663

289 heads, triple springs, screw-in studs, p/c seals, big valves, fresh \$350, also 69 351-W Heads ED Ludtke ----- 626-4312

-----WANTED-----

Small Block 4sp Top Loader Trans to fit 69/70 Mustang in good shape needed. Also need 4.11:1 9" locker or spool 31 spline assy. 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

B.F. Goodrich EuroT/A 215-235/60-15 wanted also Valve cover cap for 427 with Lemans valve covers.

Vito Campanaro-----519-973-0724

BOSS 429 Valve Cover Emblems (2).Dave Fay -----685-0270

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

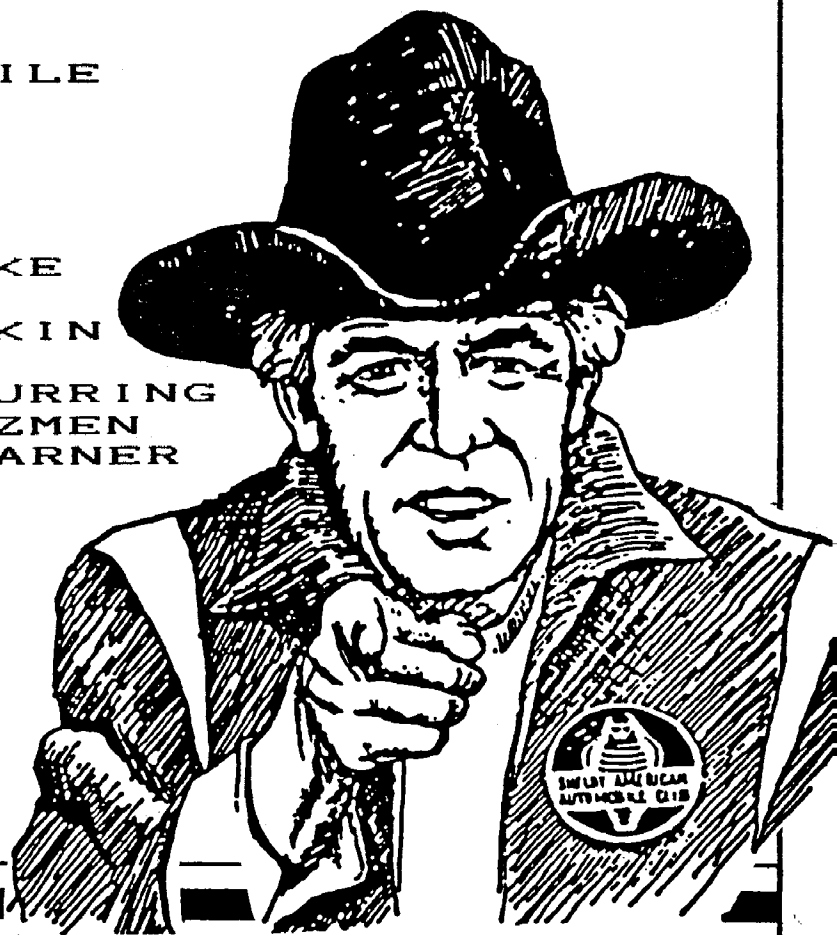
1968 Big Block upper radiator bracket for Mustang Phil----879-8557

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☐☐☐☐☐☐☐☐☐☐☐☐

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☐ Other _____

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