

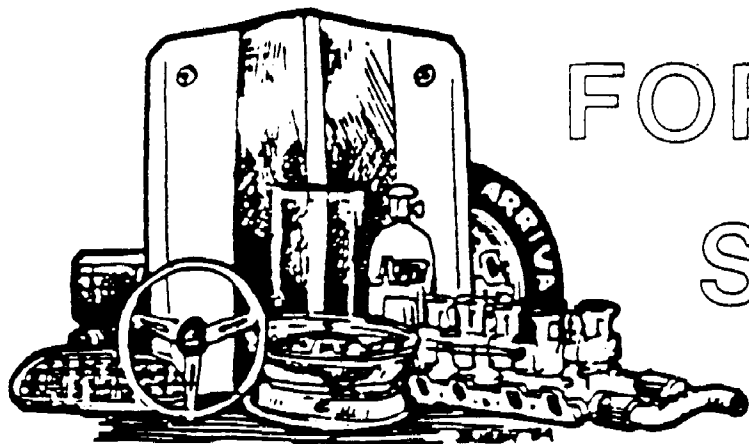
SHELBY LIFE

SHELBY AMERICAN AUTOMOBILE CLUB
Motor City Region

4 th Quarter 1991 Volume: 16 Number 3



10th ANNUAL MID-WINTER



FORD INDOOR SWAP MEET!



PERFORMANCE PARTS AND LITERATURE

MUSTANG • SHELBY • COBRA • TIGER • PANTERA • FORD

SUNDAY 9AM TO 3PM **JANUARY 19, 1992**

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

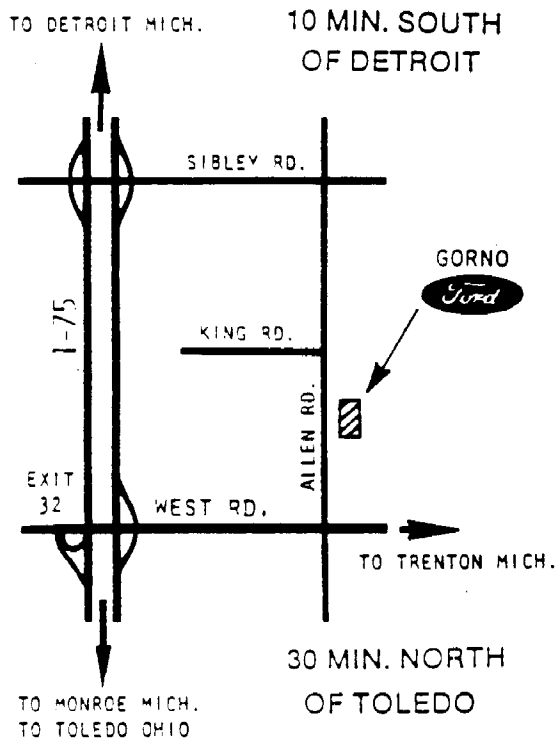
22025 ALLEN RD. JUST OFF I-75

FOR INFORMATION, CONTACT

KURT FREDRICKSON (313) 427-2449
PHIL JACOBS (313) 879-8557



P.O. BOX 4008
DEARBORN, MI 48126



Shelby Life

SHELBY AMERICAN AUTOMOBILE CLUB-MOTOR CITY REGION

Kurt Fredrickson, Editor

31530 Dover
Garden City, Michigan 48135
(313) 427-2449

PUBLICATION STAFF

Rodney Beckwith
Brian Fedoroff
Jeff Finley
Tom Greene
Phil Jacobs
Roland Kingsbury
Steve White

1992 CALENDAR OF EVENTS

DATE	DAY	EVENT
12/05	THU	Club Meeting - Pizza Hut
12/14	SAT	Mustang Club Christmas Party Bonnie Brook Golf Club
01/02	THU	Club Meeting - Pizza Hut
01/19	SUN	Winter Swapmeet Gorno Ford
02/06	THU	Club Meeting - Pizza Hut
02/14/15/16		Shelby Club at AUTORAMA
03/05	THU	Club Meeting - Pizza Hut
04/02	THU	Club Meeting - Pizza Hut
05/07	THU	Club Meeting - Pizza Hut
05/25	MON	"GO" Track Event at Waterford
06/04	THU	Club Meeting - Pizza Hut

SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

P.O. Box 4008
Dearborn, MI 48126

Club Directors

Operations: Dean Ricci
421-0059
Competition: Ed Ludtke
626-4312
Membership: Rich Tweedle
791-0279
Show & Go: Jeff Heinicke
348-9158
Treasurer: Lee Swonder
562-5530
Secretary: Rodney Beckwith IV
474-0372
Advertising: Phil Jacobs
879-8557
Editor: Kurt Fredrickson
427-2449



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

Rear cover photo courtesy of
Phil Jacobs.

PIZZA HUT ---->



MEETINGS

Monthly meetings of the Motor City Region are held on the first Thursday of the month at Pizza Hut, 14349 Telegraph Rd, Redford MI. (534-5260). The restaurant is located just north of I-96 (Jeffries Fwy). Meetings start at 7:00 PM. Pizza is \$3.00 per person.

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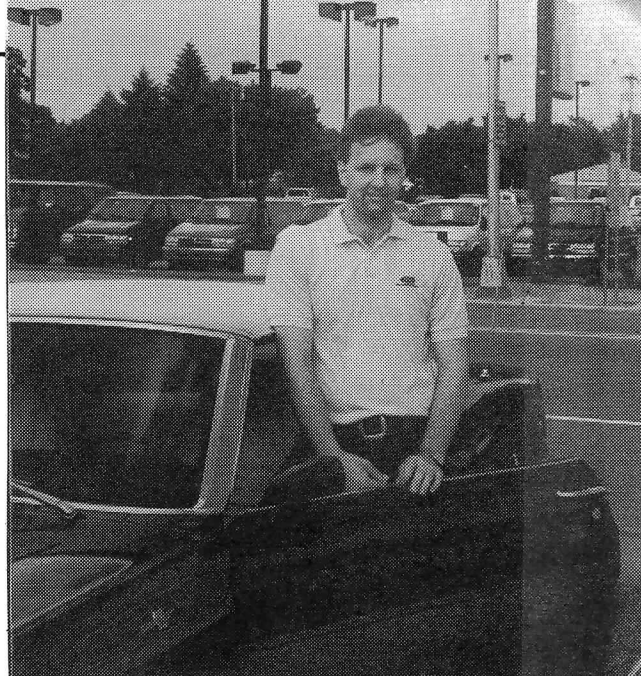
Well, it's that time of year again. It's time to renew your membership for the 1992 season, so you will be able to enjoy all the activities that the S.A.A.C.- M.C.R. has planned for you. Anyone who has joined the club or renewed their membership at the Fall Gorno Show or after are already paid up through the 1992 season so they can still enjoy that great newsletter (Shelby Life) and all of 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!!

WELCOME NEW MEMBERS

**Mark Antos
Michael Bachman
Ed & Cathy Bennett
Gary & Kathy Boehnlein
Ted Dorn
Gary Drago
Joe Fialka
Scott & Mary Fritts
Herb & Colleen Henricks
Erich Heuschele
Mike Kramer
Bob Larivee Sr.
John Lemon
Joseph & Kathy Lukason
Conrad Miesak
Larry & Debbie Pack
Jim Pohlman
Chris Presti
Dennis Roys
Gary & Cynthia Roys
Charlie Safley
Guido Torres
Renato Torres
Paul & Laurie Wilbur**

Member's Profile

by Jeff Finley



The feature member for this edition of the Shelby Life is the editor in chief of our fine publication, Kurt Fredrickson. Since this will most likely be the last issue with Kurt as editor, I thought it was important to shine the spotlight on the man that has brought us the Shelby Life for the past three years.

Kurt has been an active member of S.A.A.C.-M.C.R. since 1984. In 1988, Kurt joined the director's board by serving as club secretary. The following year he served as both secretary and editor and has been editor since. Kurt has also helped in the past by acting as assistant Show 'n' Go director, assistant director for shows and swap meets at Gorno Ford, organizing the club display at Autorama and working at speed events at Waterford Hills Road Race Course. Generally, if there is a club event happening, you can bet Kurt will be there working in some form or another.

Kurt is single and lives in Garden City where he literally has a stable of cars. You see, he owns a house with a five car garage! Currently this stable holds his daily driver - a Taurus SHO, a blue 428 equipped 1969 Mach 1, what could be the world's only brown (originally maroon) 1969 Shelby GT500 convertible (serial #00019). In the past, the corral has included a 1987 Mustang GT, a totally restored 1968 Shelby GT350, a 1970 Shelby GT350, a 1970 Boss 302 and during a bout of delirium a 1978 Pace Car Corve. . . (sorry, strong Ford loyalty precludes us from printing the full name). Kurt recently dove into S.V.R.A. racing and became a member of Team-M.C.R. in 1989 with the acquisition of a race prepared red 1967 Sunbeam Alpine (that's the 4 cylinder Sunbeam) with the Magic Chef on the trunk. He quickly increased his racing stock when he purchased a fully prepped orange 1965 Sunbeam Tiger (the 8 cylinder Sunbeam). You may have heard references to Kurt having cooked his toaster or having pushed the whip button one too many times. These are the cars. His latest racing venture is a Mexican raced 1969 (with '70 facia) yellow Boss 302 which he brought back all the way from Texas. Last but not least in the Kurt Fredrickson automobile collection is the infamous "Turtle". This is the red and white 1970 Dodge car hauler in which Kurt carries his racers.

Kurt has one S.V.R.A. victory to his credit so far. This occurred at Watkins Glen in 1989. Next year he hopes to have the Boss ready to run.

Kurt plans to keep up his racing efforts. By the way the Mach 1 is for sale. Take a good look at the face in the picture. You'll never know what car Kurt Fredrickson will show up driving next.



SAAC "FAR EAST REGION" - UPDATE

by Steve White

During my most recent trip to Japan this August, I was able to make contact with Tohru Horinouchi who I had met on an earlier visit. Unfortunately due to the short notice & brevity of the trip, I was not able to make prior arrangements to meet personally with him. However, on the morning of my departure back to the U.S., I was able to make phone contact with him thru the tracking efforts of his wife.

During the summer, he has completed the restoration of his Cobra. He is in the process of working out the bugs. The main obstacle is in what he describes as a "hot" condition. In the course of our conversation, I tried to get a better understanding of the situation. He feels that there is an impact of the underhood heat on the fuel. It seems that when he takes it on the expressway for a test drive that the engine stalls at the toll booth on exiting after the run. Coolant temperatures are 85 - 90 degrees C (185 - 194 degrees F). This is easily still in an acceptable range & should not by itself be cause for a hot fuel problem. I inquired as to his fuel line routing & he said he has a new complete vehicle fuel line built to original specs by someone like Cobra Restorers. He was concerned about excess underhood heat caused by the side pipe style exhaust headers. I responded that it may be possible but I doubted it since that is an extremely normal layout for those cars & hadn't heard of a major weakness there. It might simply be due to the tightness of the fresh engine, idle adjustment may not be exactly correct, timing, slamming the throttles closed (might need a dashpot), etc. As anyone who has tried to do a diagnosis over the phone can attest, it's difficult at best.

Due to the almost unbearable conditions of temperature & humidity in the summertime there, he very rarely can work on the car & usually only very late at night. Hopefully the cooler fall weather will allow him to continue work on the situation. Also, maybe I might get lucky enough to have to go back in the cooler times & be able to give him a hand. Maybe I'll get a ride in a 427 Cobra yet!

Headquarters
5064th U.S. Army Garrison
Fort McCoy
Sparta, Wisconsin 54656-5000

May 27, 1991

Kurt Frederickson
Editor, Shelby Life
31530 Dover
Garden City, Michigan 48135

Dear Mr. Frederickson:

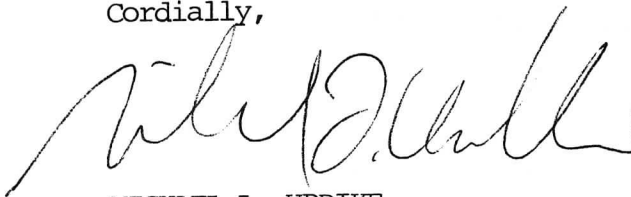
My wife and I took a driving tour down south earlier this month and came across a couple of interesting sights. I'm enclosing a couple of photos of the signs for the Mississippi town of "Shelby", located on the road to Vicksburg from Memphis, Tennessee. I regret to report I didn't see any Shelbys in Shelby. In fact, I think you could probably buy the whole town for the present-day price of one Shelby.

We also ran across a perfectly restored P51 Mustang fighter at the Battleship Alabama memorial park in Mobile, Alabama. It's kind of hard to visualize one of our Mustangs with the shark's mouth motif, but I suppose it's an idea.

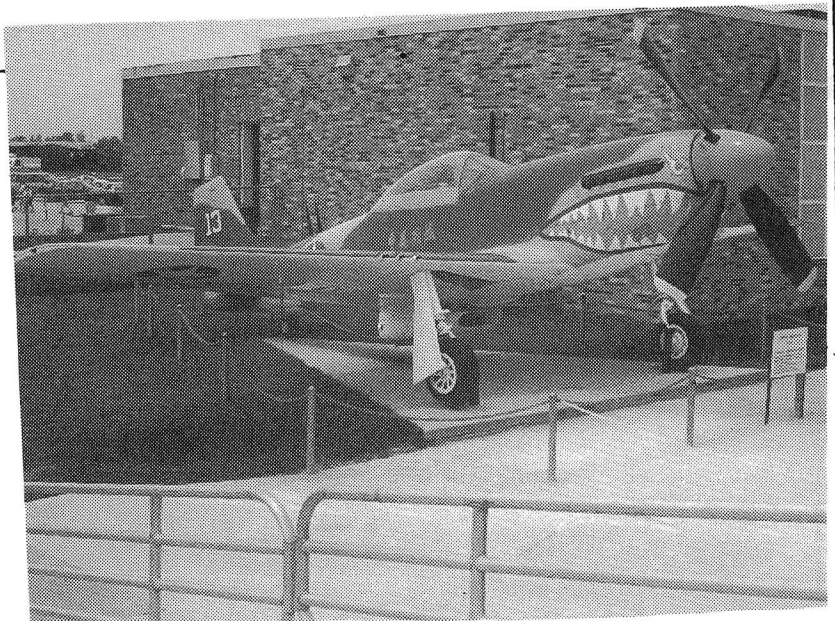
I'm still on active duty as a result of Operation Desert Storm, and I'm probably not going to be able to get back for the June Show 'n' Go, but I hope to be back for the Gorno Show in the fall.

My best to everyone in SAAC-MCR.

Cordially,



MICHAEL L. UPDIKE
Lieutenant Colonel, JA



FEL-PRO SMALL BLOCK FORD HEAD GASKET INFO

Tech Line Ph. # (708) 674-7701, ext. 2761

- Tips: - Torque long (top) head bolts to 80 FT-LBS. (10 FT-LBS : spec)
 - Torque short (bottom) head bolts to 70 FT-LBS (spec)

Note: At the stock spec of all head bolts at 70 FT-LBS, when the intake is torqued to the specified 24 FT-LBS the top of the head will be raised 0.0015"!

P/N	DESCRIPTION	COMPRESSED HEIGHT	COMPRESSED VOLUME
1101-1 (same as SVD M-6051-A302)	- Blue race gasket (same as "Blue Stripe") - Has wire ring around cylinder	0.042"	9.1 cc
9333 PT	- '82 to '85 OE H.O. - 2V applications only (via aftermarket listing)	0.042"	9.1 cc
9280 PT	- Street 4V applications - Good up to 400 HP - Has wire ring around cylinder - Not for use on early (i.e. pre '70) blocks; has no Pronto Seal around 12 o'clock water hole above cyl. (does have at 10 & 11 o'clock passages). - Pronto Seal (black/gray gskt) - Black/gray gasket material - Being discontinued	0.042"	9.1 cc
F0ZZ-6051-A (via Ford only)	- Pass car H.P. - OE late model H.O. - No wire ring around cylinder - Pronto Seal - Black gasket material - "Fel Graphic" design	0.042"	9.1 cc
8548 PT	- Pass car std. applications - Low performance - No wire ring around cylinder - Pronto Seal - Green gasket material	0.042"	9.1 cc

The above information was received during several phone calls to the Fel-Pro tech line while trying to sort out the failure of my 289 that was rebuilt last year. Suffice it to say that the one time I didn't use the Blues, coupled with the intake manifold unclamping effect, & well...

by Steve White

Bylaws of the Shelby American Automobile Club Motor City Region

Bylaws revised as of November 4, 1991

ARTICLE I Section 1. NAME:

The Shelby American Automobile Club - Motor City Region shall be the name of the club.

Section 2. PURPOSE:

The Shelby American Automobile Club - Motor City Region is dedicated to the preservation, care, history and enjoyment of the automobiles produced by Shelby American and/or the Ford Motor Company.

ARTICLE II Section 1. Members:

- A.** Regular membership is open to all persons interested in the purpose of the club.
- B.** Honorary membership may be given by a vote of the Board of Directors.

Section 2. DUES:

- A.** Annual dues shall be set by the Board of Directors.
- B.** Dues payment is a requirement for regular membership.
- C.** Application for renewal must be made thirty days prior to expiration.

Section 3. EXPULSION:

- A.** Regular membership will terminate for non payment of dues.
- B.** Membership may be suspended for thirty days by a vote of the Board of Directors.
- C.** Any member suspended for more than thirty days in a year must have his or her membership voted on and approved by a majority of the club members.
- D.** Membership can be terminated by a 2/3 majority vote of the regular members.
- E.** Membership will be terminated upon receipt of written request by the member upon receipt by the Board of Directors.

ARTICLE III Section 1. MONTHLY MEETINGS:

General membership meetings shall be held on the first Thursday of each month at a time and place to be specified and run by the Board of Directors.

Section 2. SPECIAL MEETINGS:

- A.** Special meetings can be called by the Board of Directors or by a petition of 10% of the regular members stating the purpose for the meeting.
- B.** Notice is to be sent to all members within ten days stating the purpose, time and place. The time and place is to be specified by the Board of Directors.
- C.** The above written notice is to be sent out at least 7 days in advance of the special meeting. Telephone calls may be utilized to contact the members if agreed by the requesting member(s) and the Board of Directors. A listing showing which members were called and whether actual contact was made is to be maintained by those making the telephone calls.
- D.** The special meeting must be scheduled within 21 days of receipt of the request for the meeting, unless agreement on alternative timing is reached by the requesting member(s) and the Board of Directors.

Section 3. QUORUM:

A quorum shall consist of 10% of the regular members and 50% of the Board of Directors.

Section 4. VOTING:

- A.** All actions except amendments to the by-laws or expulsion of members shall be decided by a majority of the voters.
- B.** Should a quorum fail to attend two consecutive meetings, voting shall be done by mail.

C. Ballots sent by mail shall be counted at the next membership meeting held at least fifteen days after the ballots were to be mailed.

ARTICLE IV Section 1. BOARD OF DIRECTORS:

A. Shall consist of eight members who will be elected annually by a popular vote of the members. These eight members will hold the positions of; Club Director, Secretary, Treasurer, Show&Go Director, Editor, Competition Director, Membership Director, Advertising Director.

B. Must be members of the club.

C. The Board of Directors shall be responsible for the management and control of the property and affairs of the club.

D. Shall enforce the bylaws of the club.

Section 2. BOARD MEETINGS:

A. Periodic meetings are to be held with the time and place determined by the Board of Directors.

B. Special meetings may be called by three Board Members.

C. Any member may attend the Board of Directors meeting, but only Board members have voting privilege, with special conditions existing for the position of Club Director. The Club Director will run the Board meeting but will not be a voting member, except in the event of a tie, then the club director will cast the tie-breaking vote.

Section 3. RESIGNATION:

A. A written resignation must be submitted if a board member chooses to resign before his/her term expires.

B. This written resignation shall be published in the next published newsletter.

Section 4. EXPULSION:

A. A board member may be removed from office by a majority vote of the Board of Directors.

B. A Board member may be removed from office by a majority vote of the general membership.

Section 5. VACANCIES:

A. The position of Club Director cannot be a vacant position for a period longer than 30 days. In the event the Club Director's position is vacant for more than 30 days, the Board of Directors will appoint an interim Director to fill the position until the position can be filled during the normal club election process, as outlined in Article IV, Section 1.

B. If a vacancy is created in one of the other seven positions on the Board, the Board of Directors may elect to complete the year with that vacancy not filled.

Section 6. EXPENDITURES:

A. It requires the approval of a majority of the Board of Directors to authorize any expenditures, for any amount. A budget MUST be presented and adhered to for all planned expenses (such as club sponsored events) and any / all receipts MUST accompany requests for reimbursement of expenses.

ARTICLE V Section 1. LIABILITY:

A. All persons or corporations extending credit to, contracting with or having any claims against the club or the Board of Directors, shall look only to the funds and property of the club for payment of any contract, claim, damage, debt, decree or judgement or any other monies that may become due or payable to them from the club or board of directors, so that neither the members of the club nor the Board of Directors shall be liable personally therefore.

ARTICLE VI Section 1. AMENDMENTS:

A. All proposed amendments must be submitted to the Board of Directors in writing.

B. The Board of Directors may veto, by a majority vote, the submission of a proposed amendment submitted by either a singular Board member or singular regular member.

C. The Board of Directors may not veto a proposed amendment if it is submitted by petition of more than 10% of the members. If more than 10% of the members petition the Board to consider an amendment, it must be submitted to the general membership for voting.

D. A 2/3 majority of the membership is required to ratify any amendment to the bylaws.

MOTOR CITY SHOW & GO 18

by Kurt Fredrickson

Oh the plans we had made to make this years Show & Go the best ever. Our Show Director Jeff Meinicke along with Assistant Show Directors Kurt Fredrickson and Carl Galietti started planning the event back in November, so that the day of Show, things would run smoothly. The only problem was Mother Nature had other plans, and rain was a big part of it.

Weeks before the Show, the phone was ringing off the hook with inquires about our event. The feeling we had was that this was going to be our biggest event ever. We also had changed the format of the show by having four "BEST OF SHOW" Trophys that were bought by our club Sponsors . The Trophys were solid wood and brass and stood over two feet high. Those four sponsors were located in the shows midway section and are:



THUNDERCOLT FORD PARTS

THOMSON AUTOMOTIVE

NATIONAL PARTS DEPOT

GORNO FORD

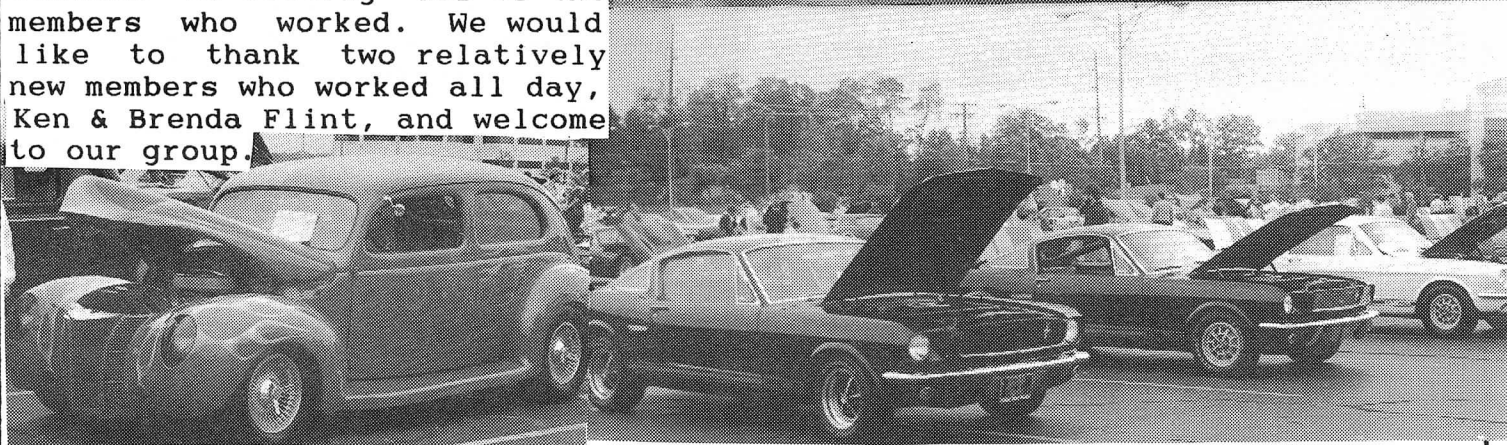
The night before a group of us met at the show site to mark all the swap meet spaces and isle ways so things would run more smoothly the next morning, Brian Fedoroff even made a map of the whole parking lot so we would be able to place



PHOTOS BY JEFF FINLEY

everyone in there correct spot. The swap meet vendors started arriving at 7:00 am and so did the rain, and all of our chalking of the parking lot disappeared in front of our eyes.

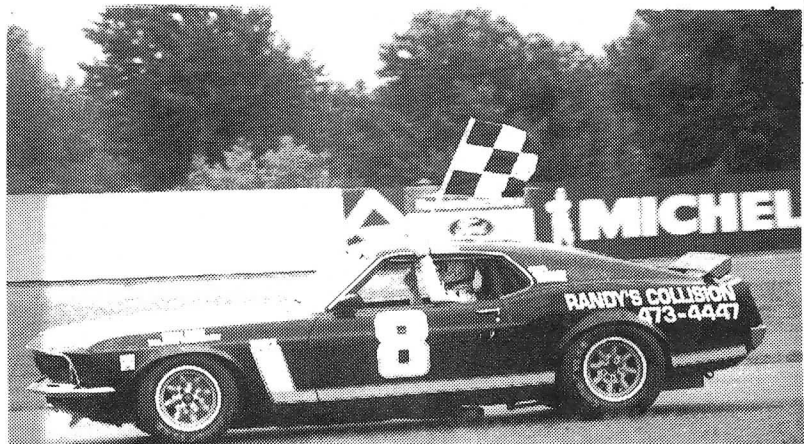
Soon 8:00am rolled around and a few show cars started to arrive, but only 1/4 of the people who signed up on the worker list were there, so it was busy to say the least. Ben Schiewe showed up with the Roush Racing display with a total of six cars, with a assortment ranging from a PPG Mustang Pace Car to Jack Roush's Autocraft Cobra. The rain would stop for awhile then start back up till finally around 11:00 am it stopped for good. Now normally this would kill a car show but after sixteen years of having Show & Go we have a dedicated following of show participants who were arriving to the show well past 1:30 which is unheard of. The voting was delayed to enable those late arrivals some time to set up. All together we had over a hundred cars that participated, with a decent flow of spectators all day. To top it off, the trophies were even given out on time, and I must say that those are the best trophies I ever seen at a car show around here. And from Jeff and Carl and myself we would like to thank all of the people who helped make the show the best that we could, and instead of listing all of the members who worked. We would like to thank two relatively new members who worked all day, Ken & Brenda Flint, and welcome to our group.



MEADOWBROOK HISTORIC RACES

BY Tom Greene

Well folks, we did it again. Team MCR went to the Meadowbrook Historic Races. This time the team that you have come to know was joined by the newest member, Ken Luba. Ken brought out his immaculate '69 Boss 302 and in the process demonstrated better preparedness than any of the rest of the team members ever did at our first outing. I remember driving my '66 Shelby to Meadowbrook 2 with my son following in my truck with "all the spare parts" like a jack, some tools and precious little else. Ken showed up an evening early with his awning, the boxes of organized spare parts and the rope to set off the Team MCR area. Welcome to the team Ken, and thanks for setting up the area for us later arrivals. Ken's day managed to go from promising to incredibly frustrating when the oil pressure went away. Speakin' a which, frustration that is, most of the team members had their share that weekend. Kurt's Alpine was running great and just when he needed it most because Harry Bytzek showed up with his 1970 winning Porsche 914-6 in the same class in his Alpine. He was fifth in the grid, and started losing a little air from the right front tire and finished 7th overall. On Sunday, Kurt became a spectator when the oil pump shaft snapped. Mike Sedlak chewed up a couple of tires on Saturday and put out a little oil smoke which had everyone worried, but turned out to be just the slippery stuff hanging around in the rocker cover where it didn't belong. The '66 Shelby was getting a little tired in the transmission department and it finally gave up on Saturday afternoon (after the race). Bob Varcoe was the only one which (as far as I know) was the only one with only normal development things to look at. Saturday's results were very encouraging. Mike Sedlak took a first in class with Bob Varcoe in hot pursuit for second (0.12 sec difference). I managed to bring around a checkered flag and ran fairly well, even though the "big boys" were well ahead at the end of the race (there was no rain this year).



PHOTOS BY PHIL JACOBS

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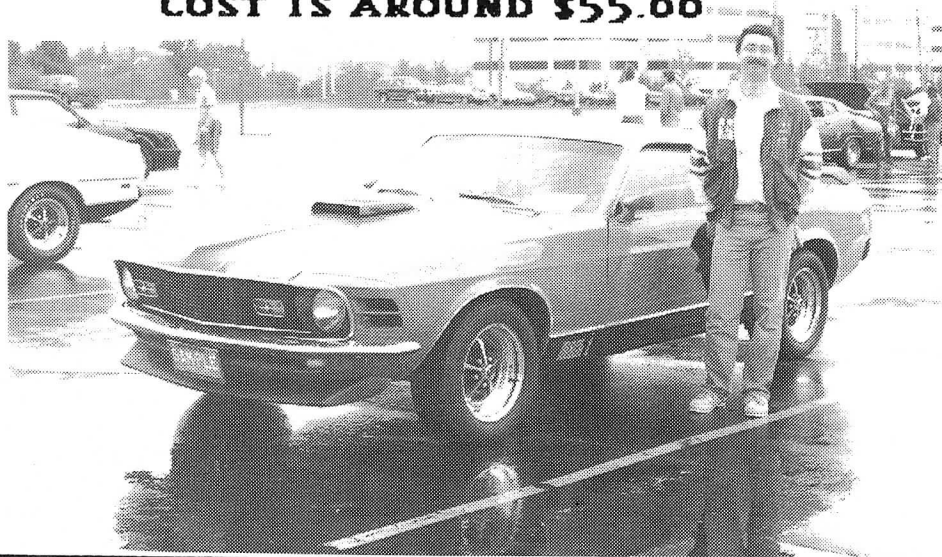
The really big story was the one which was to come on Sunday. Us folks who suffered some terminal failures, watched one of the most hotly contested group 5 features we have had the pleasure to watch for many, many races. To set the stage, The pole was occupied by the FIA 427 Owens Corning Corvette, driven by Tony DeLorenzo, the same driver driving the same car he drove in 1970 with Mike Sedlak in his blue Boss T/A Mustang with Bob Varcoe's red 68 T/A Camaro next to it and a Black 69 Mustang from the Northwoods region (this car was clearly the fastest down the back straight thanks to the Gurney Westlake heads and webers on the 351c) with some other cars on the grid of the plastic body set. When the green flag fell, the fun really began. The red Camaro and the blue Boss started at it from the very first turn. ON the first lap, Bob snuck by on the inside and led Mike for the first three laps. Mike avoided the traffic coming into turn #1 and spun losing lots of track space to the field, including Bob in the Camaro.

For the next few laps, Mike came charging back. To make the race really interesting to the spectators and the very excitable announcer, Bob also made a miscue which led to a little off road excursion. This put Mike right back on the Camaro back bumper. Both drivers then proceeded to drive the race of their lives. They went at it in every corner for every lap. Bob had the left front tire boiling smoke off of it with one of the worst cases of understeer I have seen in some time. The racing was fast, furious and tight and all this with the two Can-Am cars blowing past them at about a 30 mph relative velocity. Both Bob and Mike ran within one second of the old Trans Am track record during this dice. With only a couple laps left, Mike put the final move on Bob's Camaro on the outside of the turn at the end of the straight. The announcer was going nuts over what was definitely the most exciting race of the weekend.

It was brought to you by Team MCR.

LAST CHANCE FOR CLUB JACKETS

**CALL KURT FREDRICKSON AT 427-2449
IF YOU HAVE NOT SIGNED UP ON THE LIST
COST IS AROUND \$55.00**



**S.A.A.C.-M.C.R. FALL GORNO FORD
SHOW by Kurt Fredrickson**

Believe it or not this was the 8th time that George Gorno has graciously donated the use of his dealership so all of us Ford car buffs could dust off our summer rides, and bring them down to Woodhaven to show off some of Ford's finest. The show and swap meet was September 20th, we advertized the event in the newspaper one month before the show, along with a few of us that went to the Mustang Club meeting and the P.F.C.A. Club meeting to promote our fall show. How did we do?..... Well 75 cars showed up to participate, which was our biggest turn out yet!!!! This year we tried something different. We wanted to keep it simple to enable our dedicated working club members to enjoy the show too. We had four "best of" catagories they were: ... **Best Engine** won by Brian Fedoroff (Red Pantera)**Best Paint** won by Carl Galietti (Black Mach I)....**Best Ford** won by Jim Shmina (Red Mustang Conv.).... **Best Shelby** won by George Belcher (Red '69 Shelby)Those four were given beautiful silver trophy cups that are about 14" high that Gorno Ford donated, and has now has become something of a tradition. The Shelby Club also gave away four large screened plaques mounted on wood that were also voted by all of the participants at the show to the car "most likely to...." catagories. Such as most likely to be cop bait... most likely to sneak in the largest number of your friends at a Drive-In and not getting caught..... most likely to find Ralph Nader driving around town in..... and most likely to have driven the most miles to come to the show... These were fun catagories that gave the

people who did not win the "Best Of" catagories to still have a chance of winning. Special thanks goes out to the men and women who helped make our fall show a success and also our thanks to Jack Elder who is one of the first to arrive to open up the dealership and the last to leave after everything is cleaned up. Thank's Jack!



FALL GO EVENT

October 13, 1991

1	Blk Porsche 911	Joe Fialka	1 27.42	1 28.04	1 25.76	1 36.41	1 27.11	
22	Red Mustang	Mike Kramer	1 28.24	1 28.59	1 28.03	1 27.36		
55	Black Mustang	John Logan	---->	3 26.10	1 26.40	1 27.67		
66	Grey BMW6	Mark Antos	1 29.46	1 31.53	1 31.17			
25	Black Must	Mike Selman	1 33.66	1 32.29	1 34.60	1 33.92		
38	Red Camaro		1 23.56	1 24.63	1 20.20			
15	Silver Boss 302	Stu Cashman	1 32.85	1 33.56	1 33.34	1 32.74	1 30.56	
57	Burg Mustang	Gary Godula	1 25.98	1 45.45	1 40.11	1 23.85		
27	White Nissan	E. Heuschele	1 24.69	1 25.84	1 28.08	1 26.52	1 34.59	
6	Grey Turbo Cpe	Phil Jacobs	1 31.44	1 29.81	1 30.96	1 28.59	1 30.27	
14	Red Corvette		1 29.77	1 29.13	1 27.32	1 26.32	1 30.28	
7	Silver Mustang	Mike Bachman	1 37.98	1 37.58	5 00.06			
13	Suburu Wagon	Steve White	1 35.81	---->	3 02.96	1 36.80		
5	Red Must	Larry Jacobs	1 22.72	1 21.76	1 21.95	1 22.20	1 20.00	
43	White Mustang	Joe Dunn	1 24.86	1 24.89	1 26.44	1 24.76	1 25.12	
37	Black Mustang	Rob Eaton	1 22.95	1 24.84	1 23.04	1 24.04	1 24.08	
50	Saleen Mustang	Ken Fedeson	1 25.95	1 23.12	1 24.88	1 25.28	1 24.37	
91	Black Capri	Tom Greene	1 27.13	1 25.17	1 25.16	1 25.01	1 29.46	
9	Silver Mustang	Glen Bates	1 28.24	1 26.52	1 27.80	1 26.24	1 28.37	
11	Black SVO	Ken Flint	1 28.93	1 26.76	1 44.26	1 28.24	1 34.91	
55	Black Mustang	John Logan	1 28.89	1 29.52	1 27.44	1 28.60		
1	Blk Porsche 911	Joe Fialka	1 26.58	1 26.48	1 27.44	1 25.84	1 26.81	
99	Black SVO	Waterford res.	1 32.48	1 32.17	1 32.82	1 31.54		
91	Black Capri	Brian Greene	2 10.40	1 36.34	1 34.02	1 33.34	1 36.58	
3	Red Mustang	Tim Young	1 46.50	1 48.08	1 47.16	1 45.19		
27	White Nissan	E. Heuschele	1 34.05					
13	Suburu Wagon	Steve White	1 35.23	1 35.53	1 37.98	1 44.36		
22	Red Mustang	Mike Kramer	1 28.18	1 29.28	1 27.46	1 29.48	1 28.55	
1	Blk Porsche 911	Joe Fialka	1 29.35	x xx.xx	2 43.66	2 02.43	1 28.04	
2	Blk Porsche 944	Chris Presti	1 48.12	----->	3 08.66	1 32.95	1 31.96	
25	Black Mustang	Mike Selman	1 35.48	1 33.79	1 33.53	1 34.85		
66	Grey BMW6	Mark Antos	1 30.38	1 34.28	1 31.02	1 32.88	1 29.08	
25	Lotus F. Ford	Jim Droze	1 25.68	1 40.55	1 22.47	1 24.83	1 24.95	
67	Blu 69 Boss T/A	Ken Luba	1 32.75	1 29.85	1 29.86	1 28.56	1 42.66	
84	Green Fiat 850	Conrad Miesiak	1 33.65	----	----	----	----	
8	Blu 70 Boss T/A	Mike Sedlack	Exhaus	t Syst	em			
35	Blue Cobra Rep		1 34.05	1 27.56	1 30.40			
34	White Cobra Rep	Oscar	1 37.64	1 39.73				
72	Red Mustang	Steve Fiddie	1 28.23	1 41.88	1 50.44			
99	Black SVO	Waterford res.	1 39.62	1 57.58				
36	Grey SVO	John Heflin	1 46.20	1 44.53	1 42.73	1 44.44		
3	Red 68 Mustang	Tim Young	1 34.96	1 47.10	1 33.93	1 44.53	1 34.28	
15	Silver Boss 302	Stu Cashman	1 35.48	1 34.10	1 33.62	1 43.59	1 32.84	
38	Red Corvette	Guido Torres	1 30.41	1 30.57	1 32.17	1 41.43	1 32.28	
57	Burg 87 Must	Gary Godula	1 50.28	1 48.10				
15	Red Corvette		2 09.34	1 50.78	1 50.50	1 48.41		

#	Description	Name	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Fstst
22	Red Mustang	Mike Kramer	1 28.33	1 36.55	1 32.10	1 29.74	1 27.42	
1	Blk Porsche 911	Joe Fialka	1 28.36	1 25.35	1 48.88	1 26.78	1 27.74	
66	BMW M6	Mark Antos	1 32.52	1 35.22	1 33.31	1 30.35	1 31.55	
7	Grey Mustang	Mike Bachman	1 42.14					
84	Green Fiat 850	Conrad Miestak	1 39.32	2 32.53	1 42.53			
25	Lotus F. Ford	Todd Droze	1 30.45	1 44.97	1 25.54	1 22.89	1 21.79	
67	Blue 69 BossT/A	Ken Luba	1 31.84	1 32.87	1 29.38	1 28.77		
43	White Mustang	Joe Dunn	1 27.88	1 26.12	1 26.87	1 24.97	1 37.80	
72	Red Mustang	Steve Fiddie	1 29.73	1 30.37	1 29.99	1 30.56	1 29.56	
24	White Cobra Rep	Oscar	1 40.52	1 37.54	1 39.49	1 37.37		
35	Blue Cobra Rep		1 32.52	1 45.63	1 29.04	1 37.54	1 38.17	
55	Black Mustang	John Logan	1 28.07	1 34.45	1 28.55	1 36.28	1 37.25	
38	Red Corvette	Guido Torres	1 41.09	1 36.62	1 39.48	1 42.16	2 05.18	
3	Red '68 Mustang	Tim Young	1 32.41	1 34.49	1 48.33	1 35.18	1 33.52	
15	Silver Boss 302	Stu Cashman	1 35.03	1 36.58	1 33.44	1 35.15	1 32.46	
15	Red Corvette		1 40.50	1 37.07	1 42.16	1 42.33	1 31.92	
5	Red 87 Mustang	Larry Jacobs	1 23.72	1 24.57	1 23.88	1 27.97	1 23.64	
6	Grey Turbo Cpe	Phil Jacobs	1 34.14	1 24.16	1 27.97	2 04.88		
43	88 Mustang GT	Joe Dunn	1 23.44	1 25.86	1 24.20	1 32.57	1 24.56	
37	88 Mustang GT	Rob Eaton	1 25.65	1 24.95	1 23.32	1 23.96	1 24.17	
50	White Saleen	Ken Fedeson	1 25.17	1 22.79	1 25.16	1 23.93		
9	Silver Mustang	Glen Bates	1 34.84	1 29.75	1 30.78	1 29.19	1 2x.xx	
10	Blue Mustang	Rob LaMoreaux	1 31.68	1 30.57	1 28.23	1 26.10	1 57.99	
12	Black SVO	Rich Tweedle	1 47.78	1 30.75	1 30.47	1 31.47	1 24.00	
11	Black SVO	Ken Flint	1 27.22	1 28.89	1 27.98	2 14.26		
91	Black Capri	Brian Greene	1 54.62	1 47.18	1 37.88	1 50.28		

37	Black Mustang	Rob Eaton	1 24.72	1 22.46	1 23.89	1 28.05	2 41.66
50	Salen Mustang	Ken Fedeson	1 23.96	1 24.83	1 26.31	1 25.80	5 21.92
43	White Mustang	Joe Dunn	1 26.28	1 26.05	1 26.63	1 25.23	
91	Black Capri	Tom Greene	1 36.24	1 26.45	1 22.23	1 39.45	
?			1 23.84	1 24.22			
9	Silver Mustang	Glen Bates	1 27.45	1 27.31	1 30.28		
10	Blue Mustang	Rob LaMoreaux	1 28.90	1 25.34	1 27.59	1 26.99	
11	Black SVO	Ken Flint	1 27.23	1 27.39	1 49.85		
12	Black SVO	Rich Tweedle	1 28.00	1 32.16	1 29.44	1 13.06	
91	Black Capri	Brian Greene	1 33.15	1 36.69	1 36.17		

FOR SALE 64 - 66 PARTS

CLASSIFIEDS CONTINUED FROM PAGE 26

64 260 V-8 block, C-4 trans with performance shift kit, 65 hub cap centers (4), 66 GT rear valance, GT exhaust trumpets, 64 distributor w/oil hole for V-8, Original signal indicators and back up lamps w/lens, bulbs, sway bar w/hardware, 65 2v intake cleaned ready to bolt on, 64-65 260-289 factory valve covers, 64-65 factory air cleaner w/correct snorkel attaching nuts, painted correct gold/black, new Holley model 4010 performance carburetor w/dual bowl fuel feed line, new auto trans cooling tubes, front and rear bumper guards, Clarion AM/FM cassette stereo custom made to fit dash without cutting, 4 speakers for same, side view mirror w/ gasket, 260-289 water neck, bolts to intake. Call John at 274-5872 more parts call if you need something

PARTS WANTED

Parts for 65 Ford Top Loader gearbox---control bracket for gear shift and alignment pin for the control bracket. Gear shift lever, 5 bolt bell housing for Top Loader gearbox, Clutch bracket and pedal. Have money waiting for these items.

Other parts wanted-----Mustang pedal car, 289 hi-po heads, 4 barrel carburetor for manual gearbox 289 with manual choke, Rotunda tach, 3.50/1 or 4.11/1 traction lok rear section for 8-inch rear end. Call John at 274-5872

Wet and Wild Grattan, by
Phil Jacobs

On a wet weekend in October, the Shelby Club was invited to participate in a high speed event held at the Grattan Race Course. It was a two day event sponsored by the Alfa Romeo Owner's Club. Any car make was allowed, providing for a large variety. Anything from street cars to race cars, new and old. Besides Alfas and our Fords, there were Porsches, Lotuses (Loti?-ed.), Corvettes, Camaros, and a variety of other imports. There was a 427 Cobra, an ex-1987 Saleen Showroom Stock champion Mustang, and even an SCCA Sports 2000 - a single seat sports racer powered by a 2000cc Ford engine, which looked to be the fastest car out there.

I didn't get there until Sunday morning. I hear I didn't miss much, as it rained all day Saturday. Sunday was dry, but very cold! When I arrived, some of our club's members were walking the course. Among them were Brian and Dave, who got there just an hour before me. I also learned that they left home about the same time I did. Now, it took me about 2 1/2 hours at 70-75 mph to get there. You can figure out how fast they were going.

Anyway, the course was very interesting, with every corner completely different from the rest. To start with, the front straight is 3000 ft. long! It used to be a drag strip. Turn one is a little sharper than 90 degrees, but it was really pretty fast. It provides a lot of room and is slightly banked. A short straight

and you're into turn two, or blowing by it, because you can't see it!! The pavement drops just as it starts to turn. Once you knew your turn-in point it was not much of a problem. You just have to trust yourself and turn, even though you can't see the corner. Another short straight and you're going into turn three. This one's worse than turn two. You can't see this corner either, but it's like making a 90 degree turn while driving down a ski slope. A little further down the hill, a little lake makes the corner that much scarier!

Turn four is a little more conventional and faster, and goes over a small hill allowing for some speed build up for the next corner. However, there is something to contend with first. At the end of this straight but just before the corner is a very sharp hill. Almost like a 20 foot tall bump. If you're on the brakes when you go over this hill, your brakes will lock up when your suspension unloads, and you will spin off course. With as wet as the grass was, who knows where you'll stop!! Some people would use the brakes before going over the hill, let off, then brake on the other side before going into the 90 degree right hand corner. The real fun way was to fly over the hill, making your helmet hit the roof of your car. When you feel the car hit ground, you climb on the brakes, hard! With the suspension compressed from the landing, the car slows very well. Once this is over for the first time you look forward to it every lap, because it's such a rush.

Now you are going through a long series of "S" turns. I'm losing count of corners now, so bear with me. The last turn of the esses is heavily banked. Although a very tight corner, it's pretty fast because of the banking, but you also feel like you're in a hole. Now you come up over a small hill while making a small turn to the right, heading into what is referred to as the back straight. This has a small kink in the middle of it, and leads to the slowest turn on the track - turn nine. (I remember this turn number because I had to work it.) A very sharp right hander, also over a rise, leading into another straight with a bend in it going up a steep hill. There's a quick right and then a left over a bump, you're going sideways and you are back on the long front straight.

This course is very challenging but what a blast! We all had to work corners through out the day, so we got to watch the cars from close up. The entrants were split up into three groups, each group having the track for an hour. Each group then worked a corner for an hour and then had a one hour break.

Among the cars from our club were Larry Jacobs' Mustang, Rodney Beckwith's SVO Mustang, Mike Sedlak's Boss 302, my turbo T-Bird, a few more Mustang GT's, and Kurt Fredrickson brought two cars - his Sunbeam Alpine and his Tiger. A few guys from our club spun out, some more than once. Over all, I think everyone liked the track and are looking forward to next time. Did I mention this was a blast? See you there next year!



PHOTOS BY RODNEY BECKWITH III

GIVE IT A SHOT by Steve White

One of the many areas of tuneability in a Holley carb that can let you custom tailor the calibration for your specific useage is the accelerator pump system. Two key components which allow this tuning are the pump cam, & the pump shooter. When matched for your specific needs, a smooth driving package that is a joy to drive can be acheived, a mismatch can be a nightmare.

Some basics of each component should be breifly reviewed for better understanding. The pump cam by its contour determines the total volume of the pump shot (by its lift) as well as the timing (by its ramp shape). The shooter by its discharge hole size controls the initial shot & amount of the shot (stretching or shortening the duration).

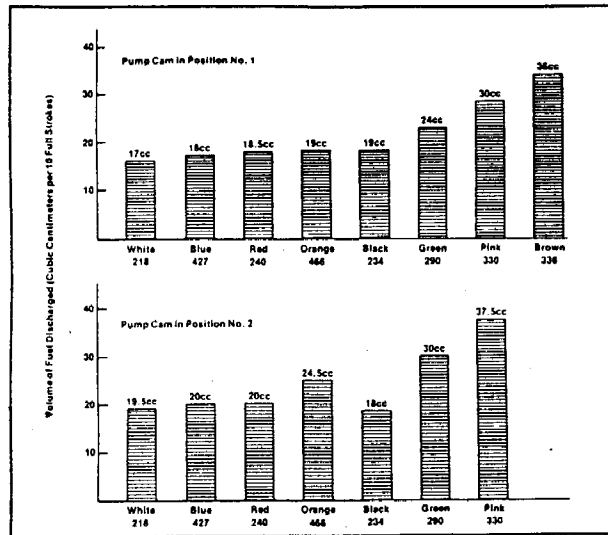
Each pump cam has two possible mounting positions. By simply changing the hole position, the amount of the pump shot can be changed by 2 cc's on average. It should be noted that in discussions of pump quantities, it is expressed in cc's & is derived from the volume discharged during 10 full throttle travel strokes. Therefore, the Monster 50 cc pump provides 5 cc in one full throttle travel.

When starting to tune the cam, check the position where you are starting from. The position number is stamped on the outside of the throttle lever in easy sight. If you are starting in position 1 & you think you need more fuel (i.e. immediate stumbling), move the cam to position 2. This is easily done by removing the single attaching screw, rotating the cam until the hole in the cam & lever line up, & reattaching the screw. If still more is needed, check the charts from which cam you are starting with & find a larger cam. All cams are identified by their color & a three digit number molded into the cam. The numbers are not in any order & do not indicate a larger cam by a larger number, etc. Also check to see how quick the ramp on the old cam is to the new possibility. A quicker ramp may help, or hurt by inducing too much fuel too quick.

In conjunction with the cam, changes in shooter size may be needed. Shooters are sized by a number that corresponds to the two pump shooter discharge holes, expressed in thousandths of an inch. For example, a #31 shooter has two 0.031 " discharges. Too large a shooter causes all the fuel to be discharged too quickly & can result in driveability problems from having too much too soon (bog) using it all too quickly & so none is left to continue the acceleration (hesitation, stumbles).

Also, several style shooters exist. The most prominent style are the "tubed" & standard style. The standard shooter is a machined casting only. The "tube" style is similar to the standard unit but has two small brass tubes that extend the discharge out into the airstream. the discharge holes are at the end of the tubes. This style is usally only needed on larger bore units as the airflow may have a tendency to bend the fuel stream from the shooter & not allow it to get towards the center of the venturi.

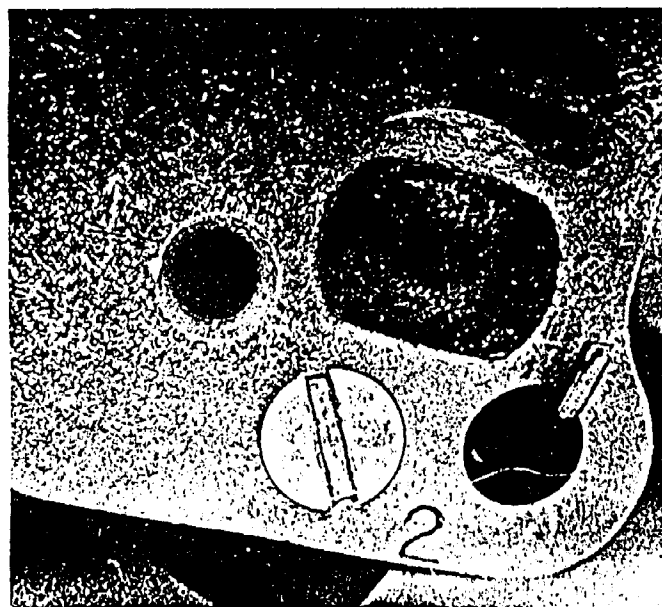
All of this occurs in a very short time, so interpretation of the effect/results is crucial by its feel. Also having an observer can help, as if your exhaust belches black smoke, you know you're too rich. If not, then you're probably lean & its a matter of getting more at the proper time by varying cam & shooter.



Degrees of Accelerator Pump Lever Lift in Positions 1 & 2												
Degrees of Throttle Opening	290		240		427		466		234		330*	
	1	2	1	2	1	2	1	2	1	2	1	2 3
-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	.0175	.0200	.0275	-0-
5	.045	.050	.025	.025	.0325	.045	.0225	.0275	.030	.032	.045	.020
10	.0775	.085	.045	.045	.0575	.075	.045	.050	.045	.045	.0625	.035
15	.100	.110	.060	.0625	.075	.100	.0625	.0675	.055	.057	.075	.045
20	.120	.130	.0775	.0775	.080	.1225	.080	.085	.065	.070	.085	.055
25	.1325	.150	.090			.135	.095	.100	.075	.080	.095	.0625
30	.1425	.1625	.1075			.1425	.1075	.115	.085	.090	.1025	.0725
35	.150	.170	.1075				.1175	.1225	.090	.097	.1125	.0825
40	.155	.175	.1125				.1225	.130	.097	.105	.1250	.095
45			.115				.1250	.135	.100	.110	.135	
50							.1275	.140	.105	.120	.145	
55											.155	.120
60											.180	
65											.1875	
70												
75												
80	.155	.175	.115	.0775	.080	.1425	.1275	.140	.105	.120	.1725	.140

* Note that cam 330 has three mounting holes.

Two cam mounting positions are available. In general, the number 2 position will provide both a quicker lift rate and greater overall lift.



SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

MEETING MINUTES- July 11, 1991
BY RODNEY J. BECKWITH IV

The meeting was called to order at 7:59:46pm on July 11th by Dean Ricci. The first order of business was the recognition of new faces such as Jack Web.

---NATIONAL NEWS--JOHN GUYER---
SAAC-16 4000 people attended, 800-1000 cars depending on your definition of "car". Level of cars at the top is getting out of sight. Even in popular vote less cars are entering but most are very good. Carroll Shelby was there. Signed autographs for \$10 donation to Cedar-Sianai Heart Transplant fund. Made \$4170.00 in three hours. At the evening program his theme was - "Drive Your Car". SAAC-16 T-Shirts are available. Shelby Mustang brochure has been sent to members. See me if you haven't recieved your. 55 deposits of \$3500.00 have been recieved for the Shelby AAC MK I. The auto mags should be getting hold of the new car soon, Car&Driver and Automobile probably the first ones. Look for the Shelby American #59 to be out soon. Reproductions of Shelby driving school plaquws-with your names. SAAC-Northwoods event at Road America Aug. 9-10-11, 1991. Buffalo Region event at Watkins Glen Monday Sept. 9, 1991 After SVRA weekend event.

EDITORS REPORT--KURT FREDRICKSON

The last issue of SHelby Life will cover the Aug. 22nd new date for the car cruise. We

need a new car cover photo, and a new rear cover photo. Also Meadowbrook Historics.

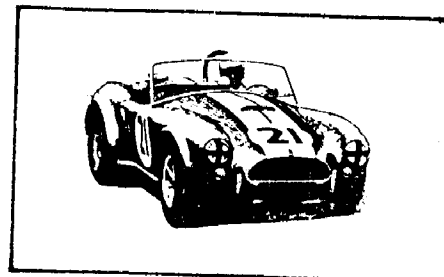
-DIRECTOR'S REPORT--Dean Ricci-
Don Wilson is extending a grashis hand to let the club set up a club display stand a SuperFord. Elections are coming up next. Early October, Gibraltar Trade Center would like to have a couple of cars, there be a radio station will be broudcasting. Super Ford, June 21, 1991 we will have 12 car club display, Featured at the event will be the Nastaliga drags, and the 5.0L shootout.

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

Advertising Report--Phil Jacobs
No change.

-COMPETITION REPORT ED LUDTKE--
Meadow Brook vintage races next month. Oct. 26-27, 1991 with Alfa club open track event at Grattan.

-----MISCELLANEOUS DETAILS-----
50/50 Drawing: Mike Sedlak \$32.00. All 25 people had a great time at the meeting and consuming large quantity of pizza, and at 9:20pm the meeting was over.



SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

MEETING MINUTES- September 5, 1991
By RODNEY J. BECKWITH IV

The meeting was called to order at 7:56:44pm on September 5th by Dean Ricci. The first order of business was the recognition of new faces such as Derick, Kurt, Chris, and Oscar.

----NATIONAL NEWS--JOHN GUYER---
The latest Shelby American #59 is out. SAAC 17 will be in July in Portland Ore.. 1992 Shelby AAC MKI in Autoweek.

EDITORS REPORT--KURT FREDRICKSON
No issue in a while. One request black-white photos of Show-n-go. Last month Ray Stit announced the auto olympics, Dean Ricci won the tire roll compition. Articles would be appreciated for the newsletter.

---GORNO SHOW--CARL GALIETTI----
George Gorno is buying all the trophies. Gorno is also paying for the advertising.

-FINANCIAL REPORT---LEE SWONDER-
We have about \$5600.00.

--MEMBERSHIP-----RICH TWEEDLE--
The membership currently numbers 127.

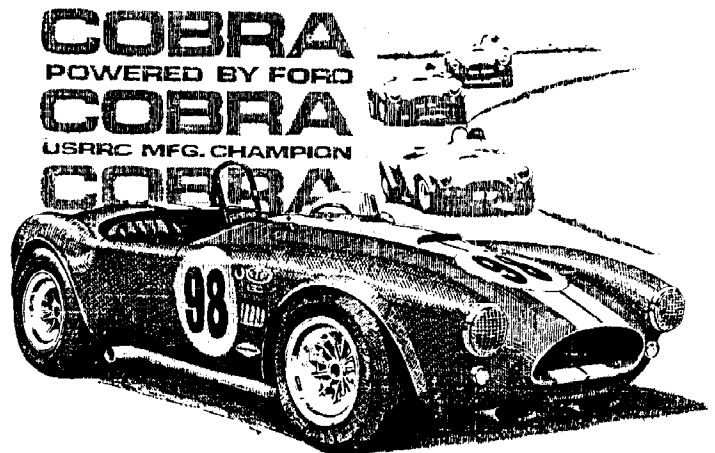
-DIRECTOR'S REPORT---DEAN RICCI-
The PFCA had trouble at SuperFord. The SuperFord event will be held at the US131 Dragway next year.

-COMPETITION REPORT---ED Ludtke-
The Alfa Romeo Club is having a open track event on Oct. 26-27, 1991 at a cost of \$70.00 for both days. Waterford on Oct.13, 1991 as a possible rental

date would be \$850.00 for the track, and \$300.00 for the ambulance. Send flyers to other clubs, to the national members on the west side of the state. The prices will be \$50.00 members pre pay, \$65.00 for nonmembers (membership included in the cost), \$75.00 day of event.

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

*Starting with March meeting pizza will be \$3.00 per person. 50/50 DRAWING: ? won \$36.50. All 34 people had a great time at the meeting, and consuming large quantities of pizza. At 8:55pm the meeting was over.



SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY ION

MEETING MINUTES- November 7, 1991

By RODNEY J. BECKWITH IV

The meeting was called to order at 7:53pm on November 7th by Dean Ricci. The first order of business was the recognition of new faces such as Dean Sboukis.

-----NATIONAL NEWS---JOHN GUYER---
John was not present.

EDITORS REPORT--KURT FREDRICKSON
I will be working on the latest issue of the Shelby Life this week end Nov.10,1991. Show-N-Go, Gorno, and the fall track event will be featured. The new by-laws will be print also in the issue. I am looking for any one willing to help in putting the newsletter together.

---AUTORAMA---JEFF MEINICKE-----
We need cars, any one how like to have there car in the Club display contact Jeff Meinicke at 427-4667. We are looking for any car new or old as long as it's ford powered.

-FINANCIAL REPORT---LEE SWONDER-
We have about \$7000.00.

--MEMBERSHIP-----RICH TWEEDLE--
The membership currently numbers 147.

-DIRECTOR'S REPORT---DEAN RICCI-
We will be running nominations for another 30 days. We still have club positions that need to be filled. Please make a nomination.

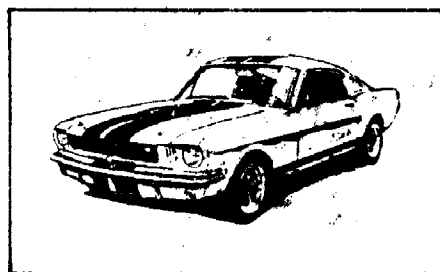
-COMPETITION REPORT---ED Ludtke-
The Oct. Waterford event was a huge success and a lot of fun Tom Greene has the time sheets.

The club has reserved the next two Memorial days for open track events.

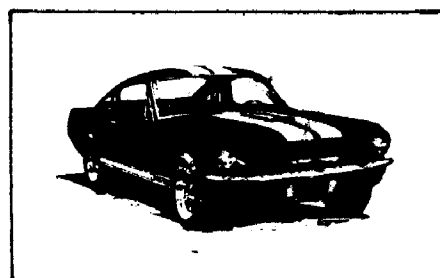
-----MISCELLANEOUS DETAILS-----

* Elections have been postponed until Dec.

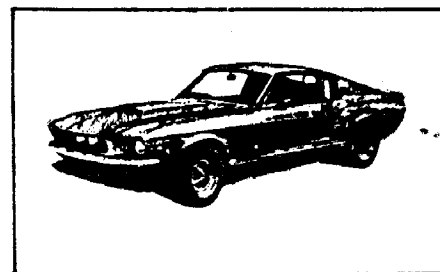
*Starting with March meeting, pizza will be \$3.00 per person. 50/50 DRAWING: Scott Minch won \$27.50. All 34 people had a great time at the meeting, and consuming large quantities of pizza. At 8:17pm the meeting was over.



'65 GT350



'66 GT350



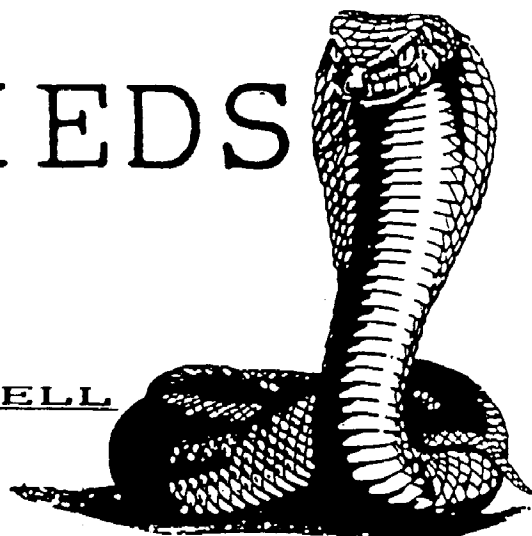
'67 GT350

COBRA CLASSIFIEDS

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

SWAP 'N SELL

FOR SALE



1969/70 Mustang big brake up date kits to convert your car to accept Lincoln disk brake rotors and special Carbon Fiber Brake Pads for street or race track use S.V.R.A. Legal.

Kurt Fredrickson.....427-2419

Headman Headers for 289-302 1965/66 Mustang with less than 2,500 miles (Gotta make room for the Hookers!) \$60.00 Used front Koni Shocks (2) fair / good condition \$20.00 .

Ben Schyewe.....559-6743

Open letter "COBRA" valve covers, original BUDDY BARS. \$300.00
Original 65/66 SHELBY export brace.

Scott Minch.....421-6913

Black vinyl front lowbacks & rear seat, for 65 Mustang, excellent condition, make offer.

Eric.....885-9034

Ford 5 speed trans out of a Ranger truck. \$150.00 obo. Rear hatch for 81 Mustang, black w/louvers. \$100.00 obo. Ford 7.5 rear end w/2.73 gears (whole rear end) \$125.00 obo

Curt.....882-8210

81 Capri, straight 6, 4 speed, T-tops, 86 Gt wheels, Recaro seats. \$700.00 or best.

Chris days only 1:30 to 3:00.....313-778-7933

289 HIPO heads, bare 66 castings. \$375.00 C6AE FOMOCO Weber intake polished for small block. \$650.00 650 CFM Holley double pumper, like new. Best offer.

Ed Ludtke.....626-1312

Sable split bench power seats. Best offer. 13" racing slicks, Goodyear & Bridgestones, also Goodyear rain tires. Many sets available, cheap.

Brian F.....390-1689

Tandem axle car trailer, 1989, 18' bed x 77" wide between fenders, heavy duty ramps, 7000 lb capacity. \$1400.00

Ken Luba.....463-8303

71. Mustang rear sway bar (factory), misc. 351C-4V engine parts,
heads, intake, exhaust manifolds.
Phil.....879-8557

4 ea 16x8 Ultra 5 spoke wheels, 4 lug for 79-91, proper offset.
Larry Jacobs.....681-4574

Milodon small block Ford road race oil pan, 7 quart. \$100.00
Kurt Fredrickson.....427-2449

Magnesium 427 Cobra wheels with or without adapters, cast from
original wood patterns, limited supply. Shelby ten spokes, Mustang
styled steel wheels also available.
Jerry Rogowski.....749-9672

-----WANTED-----

1970 Mustang/ Cougar/Falcon/Torino Drum Brake Spindles needed
Kurt Fredrickson.....427-2449

Ford Econoline or Aerostar van in the 5 to 8 thousand dollar
range. Mike Riemenschneider.....459-1348

Goodyear F60-15" & F70-14" Polyglas tires, must be originals.
Lucas or Marchal foglamps for 68/69 Shelby. Also anything Boss 429
Scott Minch.....421-6913

C7AE big block 2x4 bbl aluminum intake manifold.
Jim.....464-3010

2 85-90 Mustang LX wheels, any condition except bent.
Eric.....885-9034

FE 428 bell housing 4 sp. pivot fork, shift rods, clutch pedal for
68 Mustang. Jeff Meinicke.....427-4667

TRW 2325 std pistons for Boss 302, need at least 2, 3 would be
nice. Mike Sedlak.....449-2845

Drivers door glass for 67 Mustang fastback.
Craig Shefferly.....227-6189

One 289 HIPO head, bare or whatever.
Ed Ludke.....626-4312

Thunderbird S/C wheels with center caps.
Brian Federoff.....390-1689

Videos or pictures of 69 blue Boss 302 (#67) at the Waterford open
track. I would like to borrow to duplicate.
Ken Luba.....463-8303

FOR SALE :

-
- * T-5 TRANS MOUNT, new, P/N E6SZ-6068-C, list price \$24.41
\$20 Steve White - 363-0731
 - * AUTOMATIC TRANS SHIFT LEVER SEAL, non console, early Mustang, new
\$4 Steve White - 363-0731
 - * POLYURETHANE UPPER COIL SPRING MOUNT, by TMC (Traction Masters), new
\$20 Steve White - 363-0731
 - * POLYURETHANE MID SECTION SWAY BAR BUSHINGS, 5/8" w/brkts., by ADCO, new
\$15 Steve White - 363-0731
 - * HOLLEY CARB, Model 4360, List 7955, mini spread bore 450 CFM, like new
\$50 Steve White - 363-0731
 - * A & A SPECIALTIES URETHANE GROUND EFFECTS KIT for Aerostar, new,
includes airdam, side panels, lower rear pan, etc., approx. \$800 cost
\$600 Steve White - 363-0731
 - * 272/292 INTAKE & EXHAUST VALVES, complete set (16), new.
MAKE OFFER Butch Sharples - 451-1439
 - * GOODYEAR EAGLE GT P195HR60-14, like new, set of four.
MAKE OFFER Butch Sharples - 451-1439
 - * '65-66 GT EXHAUST "TRUMPETS", new, original Ford, LH only, N.L.A.
\$100 each Butch Sharples - 451-1439
 - * GROUND EFFECTS AIR DAM w/FLEXIBLE SKIRT, for Aerostar, new, cost \$85
\$75 or best offer Steve White - 363-0731

WANTED :

-
- * 70 MUSTANG DRUM BRAKE FRONT SPINDLES
Bob Varcoe - 774-4375 OR Steve White - 363-0731

SERVICES AVAILABLE :

-
- * DISTRIBUTOR RESTORATION, complete rebuild, glass beading, recurve
to factory specs or your special requirements.
INQUIRE Steve White - 363-0731
 - * CARBURETOR RESTORATION, '60's - '70's Holley O.E. carbs only, special-
izing in early Shelby, CJ, & Boss carbs, replated all new soft parts,
custom calibrations available.
INQUIRE Steve White - 363-0731
 - * PERFORMANCE VALVE JOBS, 3 angles, 4 angle & valve back cuts available,
port cleanup & bowl blending available.
INQUIRE (~1/2 cost of machine shops) Steve White - 363-0731
 - * PARTS RESTORATION, blasting, primed & painted or plated, weld up &
metal finishing, etc., call with needs.
INQUIRE Steve White - 363-0731



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