



# SHELBY LIFE

OFFICIAL PUBLICATION  
OF THE  
MOTOR CITY REGION

JULY, AUGUST,  
SEPTEMBER 92

SHELBY AMERICAN  
AUTOMOBILE CLUB



SHELBY AMERICAN AUTOMOBILE CLUB - MOTOR CITY REGION

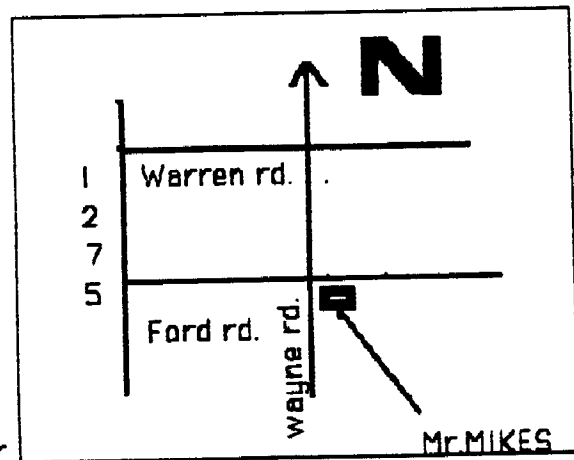
# OFFICIAL CHRISTMAS /WORKER PARTY!!!!!!!

SATURDAY DECEMBER 5 1992

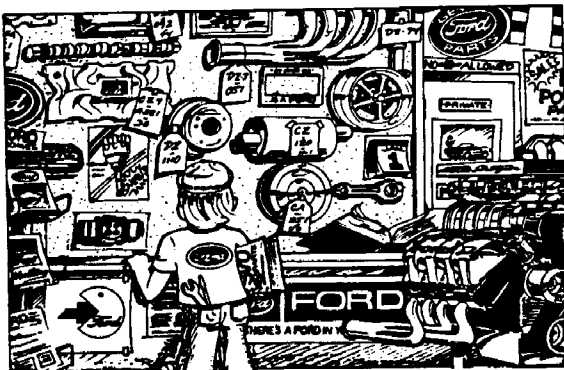
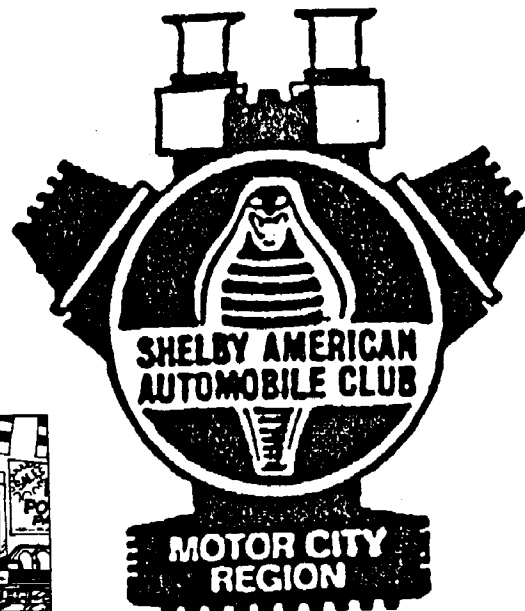
TO BE HELD AT Mr MIKES RESTAURANT & BAR  
35323 Ford road in Westland

All club members are welcome to come  
The people on the worker list will have  
the shelby club pick up their bill.

Any one else can join us but you must  
pre-pay \$15.00 per person ( the club will  
pay the rest ) There will be no limit on  
on the beer but there will be a limit  
of two mixed drinks. This is your official  
invitation, if you are interested in coming  
you **MUST** call Kurt Fredrickson no later  
than November 18 1992 even if you are on  
the worker list . My phone number is  
**1-313-427-2449**



**STARTS AT 7pm. and lasts till  
they kick us out !!!!!!!!!!!**



**A Christmas Wish List:**

- 1. Lower Lap Times**
- 2. No DNF's**
- 3. Peace on Earth**

*(not necessarily in that order)*



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OF THE  
MOTOR CITY REGION

## Publication Staff

Rodney Beckwith IV  
Brian Fedoroff  
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Kurt Fredrickson  
Phil Jacobs  
Rich Tweedle  
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Editor  
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### Address

50 Glenshire  
Troy, Mich. 48098  
(313) 528-3022

## Road Rally:

If there is enough interest, my wife, Kathy would be willing to work out a road (gimmick) rallye for the club members and friends. I will need probably eight cars to make this event worthwhile and would take place some time in November in the Livonia, Redford area.

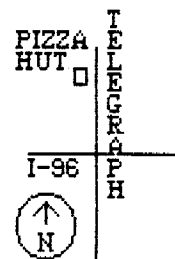
For further details, reservations call: Carl Galletti 591-3569 home 390-2498 work.

## Club Directors

Operations: Kurt Fredrickson  
427-2449  
Competition: Ed Ludtke  
626-4312  
Membership: Rich Tweedle  
791-0279  
Treasurer: Carl Galletti  
591-3569  
Secretary: Rodney Beckwith IV  
474-0372  
Advertising: Phil Jacobs  
879-8557

## MEETINGS

Monthly meetings of the Motor City Region are held the first Thursday of each month at the Pizza Hut, in Redford, 14349 Telegraph (US 24), just north of I-96 (Jefferies Freeway). Meetings start about 7:00 p.m. Pizza is \$3.00 per person.



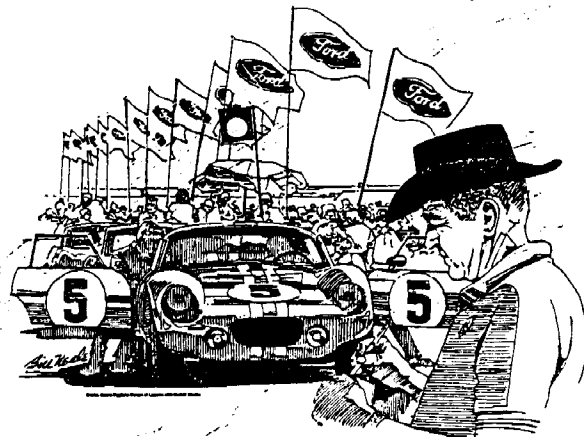
## AUTORAMA - '93

Autorama plans are now under way. We will be having a display at Cobo Hall this February, but as of this writing I'm not sure how large it will be. I am going to need between 10 - 12 cars (pictures) to be submitted. If you would like to be part of the display I will need three pictures (two side, one engine).

Anyone connected with the display will be expected to help prepare, erect and tear down the display.

For further information contact:

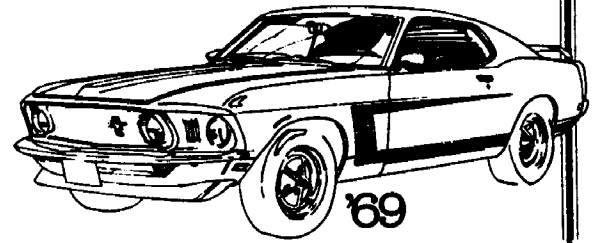
Carl Galletti  
591-3569 home  
390-2498 work



July 25 - November 30, 1992

At the Ford Mustang Museum, Auburn, Indiana

CARROLL SHELBY



## DIRECTORS CORNER

I would like to welcome you to another issue of Shelby Life, where as being the Operating Director it is my belief that the general membership should have a little understanding of what is going on in the club and why. I feel that the best way to accomplish this is coming to the club meetings or by reading Directors Corner to understand my thoughts and ideas.

Since it is getting towards the end of the year, the clubs activities are winding down with just a few more chances to get the car out and socialize with the group before the snow starts to fly. I will assume that you are reading this around the first full week of October so I will start with that.

First off, there is are Waterford hills track event that takes place October 4 th. The Shelby Club along with the Lotus Club is having a High Speed Track Event at Grattan on October 10 and 11th at the price of \$90.00 for Shelby club members if you preregister. Also the track event at Grattan that is put on by the Alfa Club and is taking place October 17 & 18 it will cost you \$90.00 for Shelby Club members and \$100.00 if you are not, and you must register by the 7th of October ( Call Ed Ludtke for details ) .

This is the time to think about elections which will be coming up in November, with the newly elected directors taking their posts at the December meeting. So if have the desire to make the Shelby Club the best that it can be, don't be shy, fill out the official form that is on another page in this newsletter and either mail it to me, or hand it to me in person at the meeting. Nominations will be taken all the way up to the November meeting.

Later on in November we are planning to have a fun road-rallie at legal speeds which will require the use of your brain, more than your race driving ability. Because you will have clues that you must figure out in order to go to your next destination which some how or some where will give you another clue or answer, until you end up at the final resting place. CLUE: ( you will be eating there ). This type of rallie takes a lot of time to set up, so we will do this if we get 15 to 20 people with 2 to 4 people riding in each car. If this sounds fun to you the sign up sheet will be at the November meeting or phone me before the meeting because that will be the day that we either do the rallie or we don't.

You will also notice the we are having the Shelby Club Official Worker / Christmas party on Saturday night December 5, 1992 there will be live entertainment and comedy. For the diehards we will have some late night pool games and or dart competition so there will be something for everybody to enjoy. The flier should also be on one of the pages in this issue.

See You Next Issue

*Kurt Fredrickson*

## HOLLEY POWER VALVES, THE MISUNDERSTOOD

by Steve White

Another of the many areas often clouded in mystery for Holley carbs is the power valve. Perhaps one of the reasons for this is that power valves have numbers stamped into them to identify their calibration. This may lead some to believe that this number indicates its size or flow quantity, like main jets. This is not the case however.

(For the sake of simplicity & most of our members uses, only the single stage power valves of Holley manufacture will be discussed in this article.)

The power valve is a diaphragm operated valve that opens when the calibrated spring pressure overcomes the manifold vacuum pressure working on the other side of the diaphragm. It is this calibrated vacuum opening point that is stamped onto the power valve (see illustrations). A "25" valve is a valve that opens whenever manifold vacuum drops below 2.5 inches, a "6.5" = 6.5 inches of manifold vacuum, a "105" = 10.5 inches of vacuum, etc. Be aware that production tolerances are usually  $\pm 1.0$  inch of vacuum. Also note that many non Holley rebuild kits come with unmarked power valves.

The amount of flow through the power valve is controlled by the power valve channel restriction. This restriction is machined into the metering block. The restriction is visible once the power valve has been removed from the block. Two holes will be exposed behind the power valve, one feeding each venturi (see Shelby Life Vol.12, No.2). The restriction size is set when a carb is calibrated for a specific application. Rarely in most uses is there a need to open up this restriction.

Several styles of outlet holes are available. The most common style members will experience is either of two windows or four holes variety. The windowed style is for large flows & are required only for carbs with power valve channel restrictions greater than  $0.067$ " (typically 800 cfm & larger, more on this later), but can be used in smaller applications. The four hole style can meet requirements up to this point. A six hole style is an earlier version rarely seen today. While it was often felt that the six hole unit could flow more than the four hole one, but actual tests do not confirm this. Six hole units are also weaker & the housing can break with over tightening, cross-threading, etc. Whether you use a windowed or hole style, make sure you use the corresponding gasket as there is a difference.

Some feel that in certain instances, a power valve is not needed, & install a plug in place of the power valve. If you attempt this, you must compensate for the flow that would normally occur through the valve by increasing the jet size. The power valve is an auxiliary circuit in parallel to the main system. Both the main jet & the power valve feed the main well passage & are discharged through the booster venturi & provide the total maximum fuel needed. Consequently, elimination of the power valve causes a reduction in fuel flow unless compensated. For reference, A  $0.042$ " restriction equates to approximately 6 jet sizes, a  $0.055$ " approximates 8 sizes, &  $0.067$ " about 10 sizes.

It can be seen that the power valve will only flow when the "nozzles" or booster venturis are flowing (i.e. the main system). Therefore even if a power valve being used is a higher number than the prevailing manifold vacuum, it will not have an impact unless the nozzles are flowing. Such a condition could occur if you originally had a 10.5 or 8.5 power valve with a stock camshaft generating 20 inches of vacuum at idle. Then you change to a more aggressive camshaft that only provides 8 or 10 inches of vacuum. If your nozzles are not active at idle, as they should not be, your idle will not be affected. However, you could have a problem in driveability when the main system does start to flow & you get the combined jets flow & power valve flow at once instead of a transition between the two.

Power valve failures usually occur at the diaphragm. Since one side sees manifold vacuum, & the other side fuel, even a pinhole leak in the diaphragm can cause a direct fuel leak into the intake. This can be manifested in sluggishness, poor fuel economy, & even hard starting. Diaphragms are generally durable but can fail with age or unusual fuels. Most commonly, a failure happens after backfires, as the manifold vacuum side of the diaphragm can be exposed to the fire & mainly the pressure shock. So if your car was running good before you made a change such as removing & reinstalling the distributor, cam, timing chain, etc., & on the restart you get backfires until you're able to get everything reset properly, then it appears rich, it probably is a diaphragm failure.

Power valves can be checked by disassembling the carb & looking into the cavity in the main body which is on the vacuum side of the valve. If it's wet with fuel it's a leak. The valve itself can be checked by holding the valve closed & sealing the opening that vacuum is applied to with a moist thumb. If the valve opens it's bad- if it stays closed its good.

Now to the key point - determining what opening point you should select. There are several methods, but the first thing to know is the manifold vacuum at idle. Your valve must be a number lower than this point. I try to get at least 1-2" lower than manifold vacuum. On street cars with "mild" cams, dividing your vacuum at idle in half & adding one half inch will provide a good starting point. This can start to become difficult with race cams seeing 5-7 inches of manifold vacuum at idle. This usually calls for a 3.5-5.0 inch valve. There's a lot of leeway in valve timing selection, the main thing is to be lower than idle, not too high in the mid range which would allow a street car to run too rich at part throttle, & not too low at W.O.T. to allow the valve to close at high RPM WOT. Manifold vacuum at WOT increases with RPM. The amount of increase depends primarily on the exhaust restriction & RPM run. Maximum ranges we're dealing with are 1.0-1.5 inches, with possibly up to 2.0-3.0 inches in poor combinations. Therefore staying with a valve of 2.0 inches or higher should generally satisfy this requirements.

As you can see, power valves are really straight forward, it's mainly knowing what vacuum levels you experience in your car. Vehicle weight, gearing, etc. also impact on what levels you see & their influence on power valve related driveability. Hopefully now the power valve is not shrouded in so much mystery.

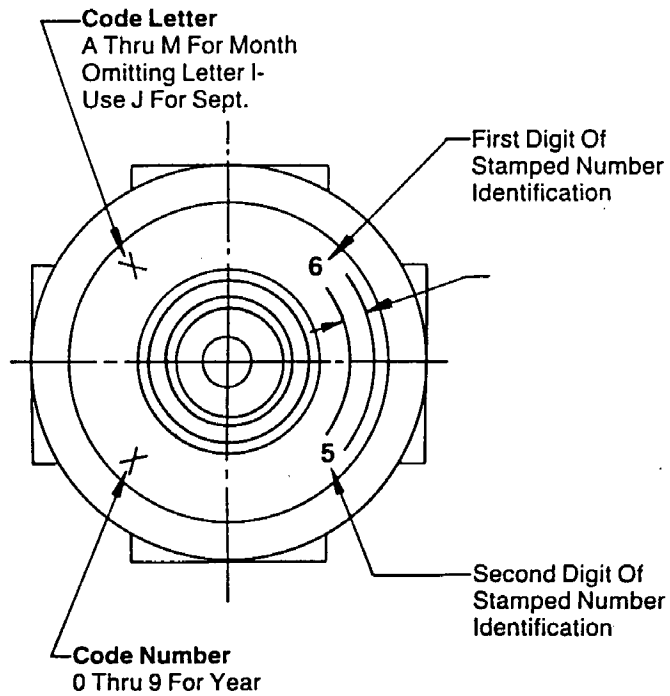
# POWER VALVE IDENTIFICATION

Example: Power Valve Assembly

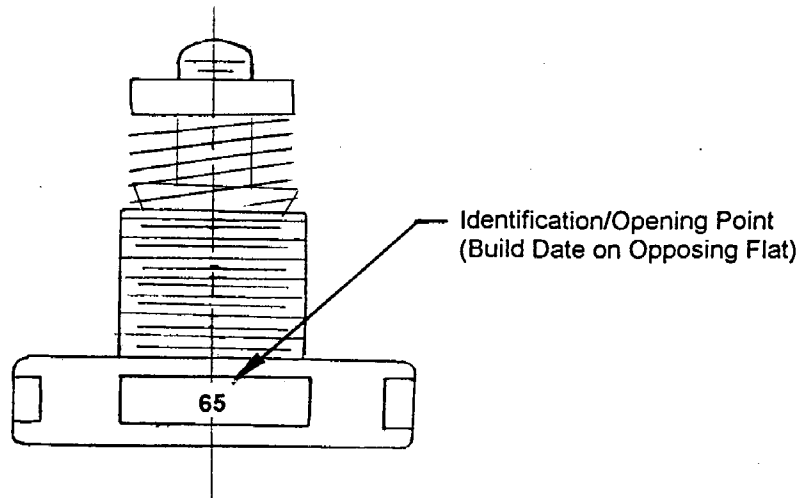
25R591-65

65 Which designates the stamped number, also identifies the opening point of the power valve (i.e., 6.5" vacuum).

Present Method:



Previous Method:



## COMPETITION CORNER

by Ed Ludtke

### MEADOWBROOK HISTORIC RACES VIII August 1 & 2 1992

Waterford Hills MI.... This Meadowbrook weekend started out with cloudy skies after heavy storms on Thursday night. Ken Luba and I had set up together and wondered if we would be running in the rain. The clouds gave way to blue skies and sunshine for our Friday practice sessions. Ken had over heating problems and I cooked another header gasket. The other TEAM MCR members were dialing in their mounts, except for Mike Sedlak who was trying to use up some old tires. He realized this was a mistake as he was off course more than on. Friday was spent working the bugs out as it should be.

Saturday came in warm and sunny unlike most of our summer's weekends this year. I fixed the leak with the help of Steve White and some extra Fel-Pro gaskets, thanks again, Steve! The Shelby felt a little loose Friday, so my crew chief Greg Doherr and I took a SWAG at the pressures and hoped for the best. Ken had gotten things worked out to a point on his beautiful 69 Boss 302 and was looking great in qualifying. Tony Delorenzo was flying in his Corvette and turned a 1:17 flat (and he's in my class no less)! I felt good with my time but Tom Greene was a full second and a half faster. Mike Sedlak and Bob Varcoe were a mere .21 apart and renewed their Mustang/Camaro duel. We were all set for a great race and it proved to be a very interesting race. The first lap at hilltop, a Corvette spun and blocked half the track. Both Mike and Bob were black flagged for infractions and kept from contending for the lead in class. Harry Bytzek and his Porsche gave Tony D. a run until a cil line let go all over skeet house turn. Ken Luba saw the whole thing happen before his eyes and did a 360° into the grass. Everyone was trying to stay clear of the oil, but it was like driving on a ice rink with slicks! Bob and Mike were playing catch-up and Bob did get a third in class. I turned my fastest lap ever at Waterford so we guessed right on the tires. Tom was even faster and finished third in class with a great drive. I finished fourth ahead of a couple big block Corvettes and was pleased with that fact.

The race on Sunday proved to be the best time I have ever had at Waterford. Tom Greene and I were 10th & 11th on the grid, with all the "Fast" cars behind us. At the drop of the flag it was a mad scramble in turn 1 and Bob and Mike shot by me with a Porsche in the middle. Next the train got by Tom and I began to reel him in. Soon I was right on his rear bumper and got as close as his door handle but never could complete the pass even with quicker laps. To Tom's credit, I found out after, he was nursing a sick motor and trans! Tom and I were nose to tail for the rest of the race and except for



Tony D. lapping us, we never saw the rest of the field! We did a side by side cool down lap and great big thumbs up to each other. That was the best racing I have been a part of and we were going for 4th and 5th in class, no trophy here. That is what vintage racing is all about, some folks lost sight of that during the weekend and that's too bad. I got no trophy at Meadowbrook this year but, it will be a race I will always remember and talk about often. I think Tom feels the same way, and I got my best in car video ever, thanks, Tom.

TEAM-MCR did very well as Mike Sedlak salvaged a second place finish on Sunday, with Bob Varcoe again in third. Ken Luba had some engine problems but kept it in one piece. Kurt Fredrickson won a 2nd and 3rd in his group with his Alpine and is improving everytime in the car. Next year there should be more TEAM MCR cars as Phil Jacobs is finishing his 68 Shelby T/A Mustang, Bob Varcoe and Steve White are busy on a 70 Boss Mustang and Kurt should have his Boss 302 all in group 6 next year. Thanks to all who came out, helped and watched, come back next year for more fun and great racing!

Bob Varcoe and I also competed in the Chicago Historic Races at Road America, Elkhart Lake, WI. We both had a ball and I am sure it did better at Meadowbrook because of the added confidence in myself and the car. It is one of the most beautiful and exciting racetracks I have been to. To compete on it was really a thrill and exhilarating to say the least. 428 vintage cars showed up, 60+ in our group and it was non-stop racing. If you ever get the chance to see one vintage race, this is the one to go to. It is only about a eight hour ride from Detroit and except for the usual construction around Chicago is very easy freeway miles. Bob and I highly recommend it and "We'll be Back"!!!



**PIONEER**  
Engineering & Manufacturing Company

**MEADOW BROOK VIII  
HISTORIC RACES**



**Meadow Brook  
Concours  
d'Elegance**

FRIDAY • SATURDAY • SUNDAY

JULY 31, AUGUST 1, 2, 1992

WATERFORD HILLS RACEWAY

THIS PASS MUST BE WORN AND  
IN SIGHT AT ALL TIMES  
NOT TRANSFERABLE • NO REFUND

# Fall Gorno Show and Swap Meet Report

## by Brian Fedoroff

The Shelby Club's 9th annual Fall Car Show and Swap Meet was held on September 13th. For once, rain did NOT affect one of our events! George Gorno, Jack Elder, and Gorno Ford made their fine facility available for our "Just for fun" event.

This has been organized as a low key event, without individual classes for the participating vehicles. This keeps the workload down for the event organizers, and makes for a much more enjoyable weekend. This year, the past winners were not eligible for the "Best Of" trophies, in order to give others a chance. However, everyone received an event award, showing scenes from previous fall shows. This made every vehicle a virtual winner.

Many vehicles were brought to the show which drew a lot of attention from the spectators. Terry LeSperance brought his customized Orange '73 Cougar XR7 with many unusual features including a side opening hood, which revealed an immaculate engine compartment. Ed Ludtke brought his R-Model Shelby race car which was not just an experience of sight but of sound as well! Some of the items on display were not intended as show vehicles: Phil Jacobs brought his Trans-Am Series Mustang coupe for its first public viewing. The attention to detail on this vehicle is really outstanding. Other displays were not even automobiles: a real attention getter was Miss Wellness Plan. No, I'm not referring to a female insurance representative, but an unlimited hydroplane racing boat, complete with two aluminum big block Ford V-8's for power. George Gorno also had his '70 Shelby GT-500 convertible on display, along with a Shelby-AAC Mk1 hatchback and Mk2 convertible.

Other interesting vehicles in attendance were a customized van, which are very rare nowadays. Scott Minch brought his incredible metallic blue '68 1/2 Mustang fastback, which looks as if it were just driven off of the showroom floor! Other vehicles included some fantastic Fairlanes, Cobras, Mustangs (early and late models), etc. You can see from the pictures that stock, modified, or radically customized vehicles, boats, or whatever of every vintage all make for an interesting show.

The swap meet featured some people who were really trying to clean out their garage, while some professional vendors such as Thundercolt industries were also there, featuring all sorts of restoration items for many Ford products. One vendor featured all kinds of literature, including many automotive magazines from the 60's showing different racing events and road tests.

Congratulations go to this years "Best Of" category winners:

Best Mustang - Brian Thomson's 1969 Black Mach I.

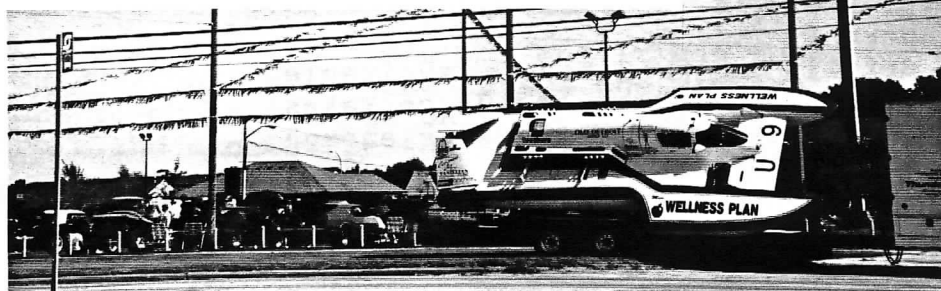
Best Ford - David Harvey's '59 Ford Skyliner Black/Gold retractable hardtop.

Best Paint - Terry LeSperance's '73 Orange Cougar XR7.

Best Engine - Scott Minch's '68 1/2 Blue Mustang Fastback.

Best Shelby - Lee Morse's beautiful Red 427 Cobra.

Of course, we owe a great deal to Gorno Ford, who really makes this event possible. Many club members help put on this event, but we need some new faces!! Next time we want YOU to make our club events even more enjoyable.



SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

MEETING MINUTES- July 2,1992  
By RODNEY J. BECKWITH IV

The meeting was called to order at 8:12pm on July 12th by Kurt Fredrickson. The first order of business was the recognition of new faces such as Roger Coleman.

----NATIONAL NEWS JOHN GUYER----  
Your National Rep is in Portland OR attending SAAC.

Coming August 14-16 the Northwoods Region is having it's 17th annual Midwest invitational at Road America in Elkhart Lake, Wisconsin. It should be a great weekend for high speed action. The SVO Owners Association is co-hosting the event this year. For more information contact: Mark Larson (414)749-9932.

This fall the Indiana Region is planning a trip to the Auburn-Cord-Dusenburg Museum. More details as they become available or contact: Steve and Joyce Yates (812)988-7146. If there is enough local interest we could drive down as a group to meet them there.

---EDITORS REPORT--JOHN GUYER---  
Latest edition of "SHELBY LIFE" should be in your hands. Thanks to those who helped, in particular, Brian Fedoroff, Charlie Safley. Also thanks to Richard Tweedle for help with distribution.

You don't have to wait for the deadline to send in an article. If you find something interesting write down a short report on it so others who didn't know can find out about it.

We are always looking for pictures, if you have any send them in, we always try to get them back to their owner. Put your name

and address on the back to help in this effort.

We always need info on upcoming events.

Send to: Shelby Life  
50 Glenshire  
Troy, Mi 48098

-----SHOW-----Carl Galietti -----  
Gorno Show Sept. 13,1992. We need help with setting up the swap space. We also need helpers with running the show. The Mustang club is having a car show Aug. 9,1992.

-FINANCIAL REPORT-CARL GALIETTI-  
\$11,181.00 in checking and savings. We still have to pay for club jackets.

--MEMBERSHIP-----RICH TWEEDLE--  
118 members and 17 have joined in the last month.

----DIRECTOR'S REPORT-----KURT FREDRICKSON

The club is having it's annual fall club track event at Waterford hills Oct 4,1992. Milan show July 11,12,13,1992. US 131 dragway SUPER FORD event July 18,19,1992. Ford Restorers at UofM Dearborn. 50's festival and cruise July 22-26,1992. The club jackets have come in.

-ADVERTISING REPORT-PHIL JACOBS-  
nothing this month.

All our pizzas are made fresh each day with two full layers of real cheese and your choice of favorite toppings.

- Pan Pizza
- Thin'N Crispy® Pizza
- Hand-Tossed Traditional Pizza



**-COMPETITION REPORT--ED LUDTKE-**  
Meadow Brook Historic's vintage race Aug 1,2,1992. Ed Ludtke and Bob Varcoe are going to the Chicago Historic's. At Mid-Ohio last month Kurt Fredrickson did ok with his Sunbeam Tiger & Alpine, he did set a track record with his Sunbeam Alpine. Also Ken Luba made his competition appearance with his 1969 Boss 302, He will now on remember to check the battery cables.

**-----MISCELLANEOUS-----**  
50/50 DRAWING: Stu Cashman won \$33.00. All 36 people had a great time at the meeting, and consumed large quantities of pizza. At 8:55pm the meeting was over.

**MEETING MINUTES- August 6,1992**  
By RODNEY J. BECKWITH IV

The meeting was called to order at 8:18pm on August 6th by Kurt Fredrickson. The first order of business was the recognition of new faces such as Anybody.

**----NATIONAL NEWS JOHN GUYER---**  
"SHELBY AMERICAN" #60 is out for sure this time. Obviously we need to do something about the postal service.

SAAC 18 July 8-9-10,1993 at Watkin Glen in New York. High speed event on thursday and Friday. Car Show on saturday. Hotel arrangements have not been completed at this time.

SAAC Automobile update. Drag Car Driven by Steve Grebeck recently turned 8.87sec. in the quarter mile.

On The Wild Side. We recently Attended The opening of the largest single exhibit ever displayed at the Auburn-Cord-Duesenberg Museum in Auburn, Indiana. It includes the beautiful 1966 GT350H of local member Randy & Cathy Betki. In addition to all

the excellent cars, and possibly of equal interest, are several displays of interesting memorabilia. For anyone who has not been to the museum it is the factory showroom for the Auburn Automobile Co. built in 1930. It usually displays about 140 cars.

**---EDITORS REPORT--JOHN GUYER---**  
**NEWSLETTER DEADLINE: SEPTEMBER 13,1992.** Anyone planning on going to the Mustang Show? We need someone to write a small article and maybe some pictures of SAAC-MCR's participation. Thanks for article's written for newsletter could someone write a article for Gorno Show. Any upcoming events we need to be made aware of?

Send to: Shelby Life  
50 Glenshire  
Troy, Mi 48098

**-----SHOW----Carl Galietti -----**  
Gorno Show Sept. 13,1992. We need help with setting up the swap space. We also need helpers with running the show. The Mustang club "Barn Show" Aug. 9,1992. Brian Fedoroff got second place at the Novi Cruise.

**-FINANCIAL REPORT-CARL GALIETTI-**  
\$9757.56 in checking and savings, after \$1530.00 was payed for the club jackets.

**--MEMBERSHIP-----RICH TWEEDLE--**  
no report this month.

**----DIRECTOR'S REPORT-----KURT FREDRICKSON**

The club is having it's annual fall club track event at Waterford hills Oct 4,1992. The club trailer was broken into the head sets were taken. K&K insurance has been payed for the track event. There will be a directors meeting after the club meeting.

**-ADVERTISING REPORT-PHIL JACOBS-**  
nothing this month.

**-COMPETITION REPORT--ED LUDTKE-**

Thanks to everyone who came out to the Meadow Brook Historic's vintage race. We brought home some trophy's, everyone made it throw the weekend, good to see the club members come out.

Bob Varcoe raced at Road America Vintage event at the Chicago Historic's, largest collection of Can-Am cars.

Oct 4,1992 open track event (flyers end of August).

Cruise around the Lakes Farmington area contact Steve White, Ed Ludtke.

**-----MISCELLANEOUS-----**

50/50 DRAWING: Kurt Fredrickson won \$42.00, Second prize (Shelby Calendar) was won by Brian Fedoroff, Third prize (Shelby Calendar) was won by Bud Koss. All 39 people had a great time at the meeting, and consumed large quantities of pizza. At 9:08pm the meeting was over.

**MEETING MINUTES- September 3,1992**  
By RODNEY J. BECKWITH IV

The meeting was called to order at 8:10pm on September 3rd by Kurt Fredrickson. The first order of business was the recognition of new faces such as Mark Corich & Liz, Lee Swonder Eric Hixman, John Model.

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

"SHELBY AMERICAN" #60 and the "Snakebite" should have been received by now, anyone with a problem let me know.

Carroll Shelby will be at Lime Rock in Conn. this weekend.

SAAC 18 July 8-10,1993 at Watkins Glen in New York. Now is the time to start getting ready. This may be the closest National Convention for some time to come. We could make it the best yet. Plan on being there.

**---EDITORS REPORT--JOHN GUYER---**  
**NEWSLETTER DEADLINE:** has been extended to SEPTEMBER 20,1992 due to the Gorno Show on September 13th. Any upcoming events we need to be made aware of?

Send to: Shelby Life  
50 Glenshire  
Troy, Mi 48098

**-----SHOW-----Carl Galietti -----**  
Gorno Show Sept. 13,1992. 5 trophy's are being donated by George Gorno (Best Mustang, Best Shelby, Best Ford, Best Engine). We need volunteers for set up. Ramchargers is donating 6 fender covers for door prizes. There will be an Unlimited Hydroplane that is powered by two aluminum Ford V-8's on display. Dash Plaques for participant award's.

**-FINANCIAL REPORT-CARL GALIETTI-**  
\$8093.00 in checking and savings, \$1000.00 was put down as a deposit on a trailer that will cost \$3873.00. \$298.00 was spent on trophy's.

**--MEMBERSHIP-----RICH TWEEDLE--**  
no report this month.

**----DIRECTOR'S REPORT-----KURT FREDRICKSON**

The club is having it's annual fall club track event at Waterford hills Oct 4,1992. The club trailer was broken into the head sets were taken. Trailer insurance for new trailer? Fire & Theft. Shelby Club worker party At Mr. Mikes restaurant (open bar) Dec. 5,1992, Members must work a minimum for 4hr.s at a club event. Car Cruise at King Kone drive-in in Garden City Wed. nights.

**-ADVERTISING REPORT-PHIL JACOBS-**  
Advertising is out in the paper (cheaper this time), In Woodhaven paper, there are flyers at club meeting take some. Suggestion that we nail down Show-n-go date so that we can get in magazines.

**-COMPETITION REPORT--ED LUDTKE-**

Waterford Hills open track Oct 4,1992, anyone want to help?. The cost of the track event is \$60.00 for club members. Michigan Sports Car Club is running at Waterford Hills Sept. 6,1992 the cost is \$85.00.

**-----MISCELLANEOUS-----**

50/50 DRAWING: Stu Cashman won \$36.00, Second prize (Club Decal) was won by Phil Jacobs. All 28 people had a great time at the meeting, and consumed large quantities of pizza. At 9:21pm the meeting was over.

Introducing the 1992

**FORD  
POWER  
CARDS**

Collector's Edition



Courtesy of SHELBY AMERICAN AUTOMOBILE CLUB.  
© Copyright 1992 A. J. Krasowski & Associates

Photo: RICHARD J. KOPEC

We are a NEW SMALL COMPANY...

**EDITOR: SAMPLE CARDS INCLUDED!**

Don't LOSE 'EM! Who knows what they may be worth later...ONLY about 2,500 SETS PRODUCED!!!

"FORD POWER" CARDS are some of the rarest around, possibly very SCARCE SOON! We'd appreciate any help publicizing them you can provide!

A J KRASOWSKI PUBLISHING • 9224 DARROW - L. #101 • TWINSBURG, OH 44087

for IMMEDIATE RELEASE...

**LIMITED PREVIEW/PROTOTYPE AUTOCARD SET!**

A limited production prototype Preview Set Issue of "FORD POWER CARDS" is now available, featuring full color photocards of a 1963 289 Cobra, Cobra Daytona Coupe, '65 Holman-Moody A/FX Mustang, '81 #1 Glidden Pro Stocker, '80s 427 SOHC Mustang Funnycar, and a first-ever "Ford Motorsport" Ad-Card! The backs feature historical text, or news, in black and white. Each card included is a Prototype or Preview card (stated on the cardbacks) to give a "sneak peek" of the upcoming "FORD POWER" Series that will be available later in 1993.

The company promises a few surprise bonuses as well!

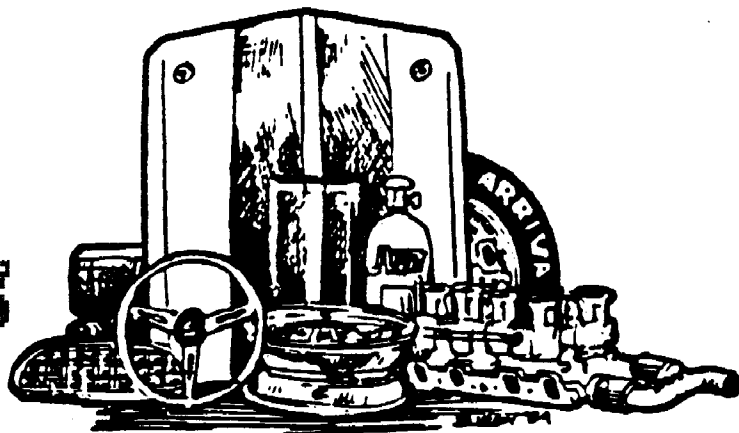
To order the Preview Set send \$10. per set, check payable to: A.J.KRASOWSKI.  
(Ohio residents add 58¢ tax per set) and mail to: A.J.KRASOWSKI PUBLISHING - DEPT.  
9224 DARROW - L, SUITE 101, TWINSBURG OH 44087.

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For more information or questions please call TONY KRASOWSKI - 216/425-7115. THANK YOU!



# Classifieds



## For Sale:

67 Mustang GT, 390 cid, 4spd, \$7500 or best offer. Brian F. (313) 421-0054 home or (313) 427-2000 work.

89 SHO Taurus XLNT \$8500. Street legal 105 in WB, 4 seat Berrien Buggy 1776 cc VW with Webers & 041 heads Dead pedal & steering brake \$4000. Randy (313) 420-3418.

65/66 Mustang coupe trunk lid no rust or dents \$50. John Logan (313) 565-8810.

Cross ram dual Quad intake for small block w/linkage Edelbrock X-F8 \$350. Ed Ludtke (313) 626-4312.

70 - 72 Cleveland eng.

80 2.3

72 FMX

79 - 81 5spd od 2.3 trans  
cleveland heads open and close  
Walt Berti (313) 853-8231

73 Maverick Grabber, white w/ orange trim, 302 auto, p/s, a/c (non-func) am/fm radio, rear speakers, engine front and topside heads up all rebuilt in 90, front tires new, Cragar Mags, body good, some rust quarters & floor, 106,000 miles. \$1800.00 obo Dave 845-2292. Good potential for a project car restoration.

## Wanted:

T-Bird S/C wheels Brian F. (313) 421-0054H (313) 427-2000 Work.

302 4-bolt main block or block w/parts  
351M 85-up harmonic balancer.  
Steel rim 16.5" for duallie.  
Dale Rabe 573-8751.

2x4 Holley carbs for 67 GT500 Shelby (BJ & BK suffix). Jim 464-3010.

(1) S.U.O. wheel Mike Zaworski Chicago area (708) 301-2280.

Enclosed trailer. Charlie Shafley 658-2949

## For Sale:

65/66 Must. hood ex cond. \$80 Red int. good cond. flip flop rear seat \$60. 71/73 Must. frame connectors \$50. Bob Yorkey 453-1139.

## For Sale:

Ford Motorsport exhaust header for 2.3L engine \$135.00 or best offer. Jim Conrad 553-9428 H 337-6482 W.

89 Mustang alloys 15 x 7 with new 225/60 x 15 tyres, inc centre caps \$495.  
Bill Davidson (313) 677-7897.

Disc brake conversion kit - DOZX Stage III Boss 302 - Complete. Ed Ludtke 626-4312.

## PERSONAL

Looking for information concerning form owners of Black GT500KR serial number 8T02R210107-03486. Fastback at one time thought to be owned by a Royal Oak resident.

Anyone with information please contact

John Guyer  
50 Glenshire  
Troy, MI 48098  
(313) 528-3022





FOR SALE :

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- \* HOLLEY CARB, Model 4150, List 4780, 800 CFM, new-never installed on any engine. Compare to Summit's price of \$291.75.  
\$250 Steve White - 363-0731
- \* HOLLEY CARB, Model 4150, List 4781, 850 CFM, early (bellcrank style) pri.-to-sec. linkage, modified, compare to current style at Summit for \$319.75, Barry Grant via Summit at \$679.  
\$200 Steve White - 363-0731
- \* HOLLEY CARB, Model 4150, 427 Cobra "look-a-like", List 3310 (780 cfm) with LeMans fuel bowls, 428 CJ Manual throttle shaft for useage with throttle cable, perfect for Cobra kit car. Fresh & ready to go.  
\$200 Steve White - 363-0731
- \* HOLLEY CARB, Model 4160, small bore early Shelby "look-a-like", 600 cfm with LeMans fuel bowls. Great for small displacement engines, small tracks, & good general driveability. Fresh & ready to go.  
\$200 Steve White - 363-0731
- \* HOLLEY CARB, Model 4150, List 4609, 735 CFM, O.E. 428 CJ auto., replated/rebuilt/restored. Compare to Holley new reissue at \$300-400.  
\$200 Steve White - 363-0731
- \* HOLLEY CARB, Model 4150, List 3259, 715 CFM, early reissue of early Shelby carb. Compare to later, less correct new reissues at \$300-400.  
\$250 Steve White - 363-0731
- \* DUAL INLET, chrome, for Holley Dominator, like new - never seen fuel  
\$5 Steve White - 363-0731
- \* 2 BARREL HOLLEY CARBS for 4 cylinders, (2) Model 5200 for 2.3l Mustang Pintos, etc.; Model 5740 for 1.6l Escort; all like new.  
\$25-40 Steve White - 363-0731
- \* FUEL TRANSFER TUBES for Ford O.E. Holley carbs, tube from primary bowl to secondary bowl. Replace your stripped, crossthreaded, rounded, bent, or rusty tube with a quality reproduction. Two styles available:
  - Fits 428CJ, Boss 302, Boss 429. Compare at \$39.50  
Only \$12.00!
  - Fits early Shelybs & Cobras with LeMans fuel bowls.  
Only \$8.00!

Steve White - 363-0731

SERVICES AVAILABLE :

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- \* CARBURETOR RESTORATION, DISTRIBUTOR RESTORATION, PERFORMANCE VALVE JOBS  
INQUIRE Steve White - 363-0731

WANTED:

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- \* 1966 MUSTANG FASTBACK FOLD DOWN REAR SEAT HARDWARE - luggage compartment "trap door" support arm.  
Steve White - 363-0731

NO REASONABLE OFFER REFUSED (UNREASONABLE OFFERS CONSIDERED)!!!

FOR SALE :  
-----

- \* T-5 TRANS MOUNT, new, P/N E6SZ-6068-C, list price \$24.41  
\$15 Steve White - 363-0731
- \* AUTOMATIC TRANS SHIFT LEVER SEAL, non console, early Mustang, new.  
\$3 Steve White - 363-0731
- \* INSTRUMENT CLUSTER LENS, '65 Mustang, new. New cost \$15.  
\$5 Steve White - 363-0731
- \* PONY DOOR HANDLE ADAPTER KIT, Mr.G's Mustang, like new. New cost \$18.  
\$5 Steve White - 363-0731
- \* POLYURETHANE SHOCK BUSHINGS, stud mount style, by James Duff Ent.  
(Bronco specialist), Ford blue, new, cost \$6.95/shock (4 bshgs.)  
\$7 for 2 shock sets Steve White - 363-0731
- \* POLYURETHANE UPPER COIL SPRING MOUNT, by TMC (Traction Masters), new  
\$18 Steve White - 363-0731
- \* POLYURETHANE MID SECTION SWAY BAR BUSHINGS, 5/8" w/brkts., by ADDCO, new  
\$12; Also, 1" w/brkts., by ADDCO, new, \$10 Steve White - 363-0731
- \* GROUND EFFECTS KIT, A&A polyuretane, for Aerostar, new, list cost \$800  
\$600 Steve White - 363-0731
- \* GROUND EFFECTS AIR DAM w/FLEXIBLE SKIRT, for Aerostar, new, cost \$85  
\$60 or best offer Steve White - 363-0731
- \* MIRRORS, outside rearview, Areostar, like new  
\$15/pair Steve White - 363-0731
- \* 351W ENGINE, nearly complete, needs rebuild; Includes virtually new  
SVO 351W hardened push rods, & like new Duraspark distributor  
\$200 OR BEST OFFER Steve White - 363-0731
- \* HEADER GASKETS, Mr. Gasket, for FE series, 2 bolts/port (non CJ,GT)  
\$3
- \* FLYWHEEL, early smallblock, casting number C5AE-6380-E, 14" diameter,  
164 tooth, refaced (cost \$24), new ring gear (cost \$26 + \$21 install.)  
requires balancing to your "imbalanced mass" at a cost of \$20.  
\$25 Steve White - 363-0731
- \* RADIATOR, original FoMoCo, believed to be '67-'69 big block automatic,  
good condition.  
\$25 Steve White - 363-0731
- \* TRAILER HITCH, '69-'70 Mustang (may also fit '67-'68?)  
\$20 Steve White - 363-0731
- \* JACKET, Mustang Indy Pace Car, medium size, like new, cost \$40 new  
\$15 Steve White - 363-0731

Honorable \_\_\_\_\_  
United States Senate  
Washington, DC 20510

Dear Sir,

This letter is to voice my strong opposition to any and all legislation which would encourage the scrapping of pre-1980 motor vehicles for environmental or economic reasons.

I urge you to vote NO to any legislation that is not in the best interest of the millions of old car enthusiasts and would destroy a multi-billion dollar industry made up of thousands of small businesses supplying these enthusiasts.

I urge you to vote NO to any proposal that would penalize or unjustly tax owners of older vehicles or in any way, shape or form, restrict operation, ownership and the right to drive and enjoy these automobiles.

Stop bowing to the demands of big business and fanatical doomsayers and stand up for your constituents. As an active collector car hobbyist/concerned citizen, I, and millions of others, are prepared to fight for the right to keep and enjoy our old automobiles.

Sincerely,

\_\_\_\_\_  
(Signature)

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip \_\_\_\_\_ # of Licensed Voters \_\_\_\_\_

SHELBY AMERICAN AUTOMOBILE CLUB- MOTOR CITY REGION  
NOMINATION FORM FOR 1993 CLUB DIRECTORS

CURRENT 1992 DIRECTORS  
and position

1993 DIRECTOR POSITION

I want to run for the position of:  
(please print your name on the desired line)

Kurt Fredrickson	Operations	_____
Ed Ludtke	Competition	_____
Rich Tweedle	Membership	_____
Mark Corich Scott Minch	Show & Go	_____
Carl Galietti	Treasure	_____
Phil Jacobs	Advertising	_____
Rodney Beckwith	Secretary	_____

You can only nominate yourself for one position. Nominations will be taken by mail or in person up to the November Club meeting. Voting will take place at the November Shelby club meeting only.

Signed \_\_\_\_\_



---

Shelby Life  
50 Glenshire  
Troy, Michigan  
48098

Send to: