

JANUARY,
FEBRUARY,
MARCH, 1993

SHELBY LIFE

OFFICIAL PUBLICATION
OF THE
MOTOR CITY REGION

SHELBY AMERICAN
AUTOMOBILE CLUB



Rumors of no engine finally put to rest at
AUTORAMA. No further details at this time.



SHELBY AMERICAN AUTOMOBILE CLUB

Motor City Region

PRESENTS

Rain or Shine !!!



SHOW & GO 18

May 31 and June 6, 1993

Shelby, Mustang, Torino, Montego, Griffith, Trucks, Cougar, Falcon, Street Rod,
from Model T to Late Model GT, we have a class for your Ford Powered Vehicle

Monday - May 31

Open Track Event - Waterford Hills

WATERFORD HILLS ROAD RACE COURSE

OPEN TO THE PUBLIC

Gates open at 8:00 am

Tech from 8:00 - 10:00 am

Track Time from 10:00am to 5:00pm

FREE GENERAL ADMISSION

All Manufacturer's Vehicles are invited

Entry Fee prior to May 25, 1993

\$60 per member vehicle

\$75 per non Member vehicle

After May 25, \$85 for all vehicles

Tech Inspection IS required. 75 dBa noise limit. Tech open until 10:00. SNELL helmets are required. Good brakes, exhaust system and seat belts are mandatory.

Sunday - June 6

Car Show and Swap Meet Ford WHO

FORD MOTOR COMPANY WORLD HEADQUARTERS

Northwest Parking Lot (Behind the Bldg)

Michigan Avenue & Southfield Service

Drive - Dearborn Michigan

Open to the Public 9:00am to 4:00pm

Set up begins at 7:00 am.

GENERAL ADMISSION \$2

SENIOR CITIZENS \$1

Dash Plaques for first 100 vehicles.

ENTRY FEES

CAR SHOW	\$10 Prereg'd by 5/31/93
	\$15 Day of the Show
Swap Meet	\$15 Prereg'd by 5/31/93
20x20 space	\$20 Day of the Show
Car Corral	\$10 (any make)

Contacts: Scott Minch (313)-421-6913

Phil Jacobs (313)-879-8557

Kurt Fredrickson (313)-427-2449

Track Info Ed Ludtke (313)-626-4312

Send Entry To:

8930 Beatrice

Livonia, Mi. 48150

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SHELBY AMERICAN
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Publication Staff

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(313) 528-3022

SAAC-MCR

1/1/92 Through 1/7/93

Shelby Checking Carl Galletti, Treasurer

Category Description	1/1/92- 1/7/93

INCOME/EXPENSE	
INCOME	
1993 dues	390.00
club dues	1,976.30
Fall Show	923.60
From L. Swonder	6,184.80
Jacket Deposits	1,409.00
open track	2,700.00
open track	400.00
Open Track Event	1,522.00
Pizza Income	376.00
Show 17	5,906.97

TOTAL INCOME	21,788.67
EXPENSES	
91 plaques	763.30
Bank Charge	34.02
Christmas Expenses	485.00
club trailer	4,103.89
Fall Show	1,325.58
Insurance	1,177.00
Jackets - Exp	1,537.00
Miscellaneous Contribs	-250.00
Newsletter	923.84
open track	850.00
Open track exp	1,458.38
Publicity	10.40
Shelby Club Patches	828.08
sho/go 17	2,083.39
Stamps	189.72
Expenses - Other	69.50

TOTAL EXPENSES	15,589.10

TOTAL INCOME/EXPENSE	6,199.57
=====	

CALENDAR OF EVENTS

MAY 21-23

16TH SHELBY SPRING FLING. SAAC Central Regional, hosted by INDIANA SAAC. Brown County State Park, Nashville Indiana. For information call Steve & Joyce Yates, Indiana SAAC Reps (812) 888-7146.

MAY 31, Memorial Day.

Show & GO Open Track Event at Waterford Hills Road Race Course. For information call Ed Ludtke (313) 826-4312.

JUNE 6

SHOW & go Car Show and Swap Meet at FORD World Headquarters. (313) 421-6913.
JUNE 8

Motorsports Hall of Fame Induction Ceremony at the State Theatre in Detroit. For information call (313) 349-RACE.

JUNE 27

PICNIC IN HINES PARK brought to you by the combined efforts of the Mustang Club, the Performance Ford Club and the Shelby Club. For info call Kurt (313) 427-2448.

JUNE 27

EYES ON THE CLASSICS at the stately Edsel and Eleanor Ford House in Grosse Pointe Shores. Carroll Shelby will serve as Grand Marshall. For information (313) 824-5554.

JULY 7-10

SAAC 18 at Watkins Glen in New York. Open Track, Car Shows and Swap Meet. For information call Rick Kopec (203) 364-0449.

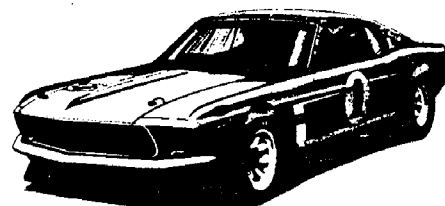
AUGUST 13-15

18th NORTHWOODS SAAC ROAD AMERICA. Hi-speed track event. Friday meeting, movies, cash bar. Saturday track, awards banquet. Sunday open track. SASE to: Erik Gustafson, M316 County Trunk "T", Marshfield, Wisconsin 54449. (414) 271-5677.

OCTOBER 1-3

KY. SAAC BLUEGRASS '93 in Louisville, KY. Friday opener, Saturday car show, swap, awards. Sunday Brunch. For information call Jim Thomas (502) 267-8172.

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 by coming to the club meetings or by reading Directors Corner to know what's going on.

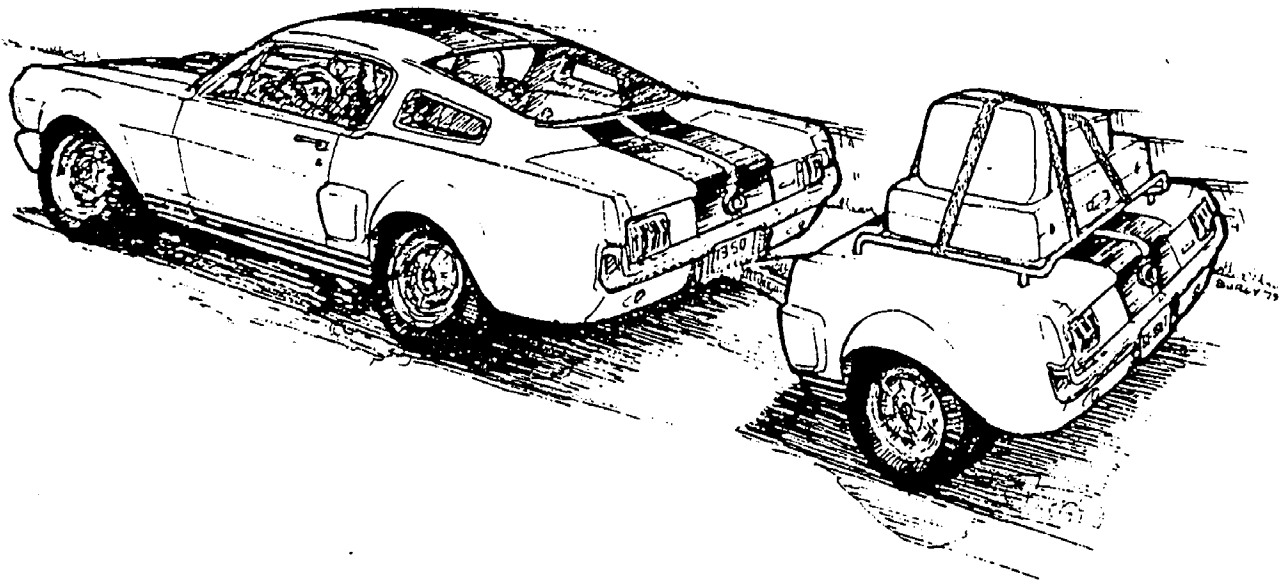
Since this is our first issue of SHELBY LIFE for the 1993 season I will start off with what has happened so far this year. I got some good news and some bad news, I will start with the bad. On February 7, 1993 it was discovered that our new 22ft enclosed Haulmark trailer was stolen out of the trailer storage lot that the Shelby Club has been utilizing for the past few years. Along with the trailer was everything that was stored inside of it, a complete list is on one of the following pages keep a lookout for the trailer or any of the clubs possessions, now all the good news. Autorama was the first activity that the Shelby Club did, which was February 19-20-21 and with this high profile car show we have objectives that the club tries to utilize to are advantage, and they are.

1. To get the Shelby Club name out into the public
 2. To exhibit a variety of the members cars
 3. To promote any up coming events that the Shelby Club is sponsoring
- Well we accomplished two out of the three objectives, will we be back next year only time will tell. What do you think we should do?

Our Mid-Winter Swap Meet was held at GORNO FORD down in Woodhaven on February 28 and it turned out to be a success with over 850 people coming through the doors and a gross profit of \$2,000.00. It was so busy in the morning that I had to direct the traffic to the parking spaces that were around the dealership.

I would like to tell you what is coming up in the next few months to give everybody a chance to pencil in these dates on your calender. Those of you that were at the clubs January meeting already have your official club calendar with most the dates of importance already circled. Since by the time you read this we will be in April, you will have missed our Third Annual Chili Challenge held over a John Guyer's house. To bad, because now you will have to wait another year before another opportunity like this comes up. April 18 The P.F.C.A. will have their swap meet at the Eddie Edgar Ice Arena. May 31 and June 6 will be the Shelby Clubs 18th SHOW & GO with the "High Speed" track event held again at Waterford Hill Race Course this will be on Monday which is also Memorial Day. The following Sunday June 6, at the Ford Motor Company World Headquarters we will have our big car show, so plan on being there and give a hand if you can because we need your help. Also has anybody found a new meeting place yet? so far I have only one submitted, were moving this summer so hurry. On June 27 the Mustang Club, Performance Ford Club and the Shelby Club we be having a picnic for all club members down in Hines Park in Plymouth. The three car clubs will be supplying the hamburgers and hot dogs and a place to play a game of softball or maybe volleyball. All you have to do is let me know how many are coming so we have enough food for everybody.

S.A.A.C. 18 is July 7th through the 10th at Watkins Glen New York and the Motor City Region is going. As of now we have blocked 20 hotel rooms with 10 rooms filled, so if you are interested in going you should call Kurt Fredrickson to reserve a room. The hotel rooms have two queen size beds and cost around \$70.00 a night. If you are going alone we will try to find another club member to share a room with. We are bringing five or six vintage race cars to the "Glen" plus there are others that will be driving their normal cars on the Race track on either July 8th or 9th or both days. On July 10th the biggest Shelby Car Show will be held at the track with cars from all over the world. The last time our club did a full scale trip like this was back in 1987 to S.A.A.C. 12 in Charlotte, North Carolina.



"THE SHELBY"

HEART FUND
19020 Anelo Ave.
Gardena, California 90248
310/538-2796 FAX 310/538-0419

It's through the support of people
like you that makes the Shelby Heart
Fund a success!

Kindest Personal Regards,


Carroll Shelby

DYNO TIME

While building the engine for my 1968 mustang, fellow club member Gary Roys suggested that I should have my engine run on the Dyno at Jomar Race Engines. I said, "I don't know, that's a lot of money I could spend on something else." Gary said, "I can just about guarantee you 20 to 30 more horse power." To which I replied, "Oh, tell me more!"

For the next couple of months at each club meeting and even during the club Christmas party, Gary and I would talk about this Dyno business until I finally decided to try it. When my engine was complete, I loaded it into my truck and went to see Gary and Andy Stanczak at Jomar Race Engines in Rochester Hills (313) 852-3775. They put my engine on the Dyno, hooked up all the equipment and computer wiring and sensors. This computer, by the way, is the same system that many of the NASCAR Winston Cup teams use. Hooking the engine up takes far more time than the actual Dyno runs themselves.

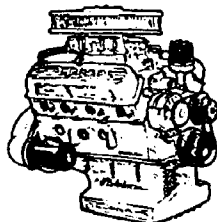
Then the time finally came...my engine fired up for the first time!!! It sounded GREAT!!! At this time all the benefits of running an engine on the Dyno started coming into effect, just as Gary had told me.

First they broke in the camshaft and readjusted the valves. They checked the special oil filter screen looking for hints of problems. I am happy to say there were none found. Everything looked okay except my valve covers were leaking around a fitting at a weld which we then fixed. They restarted it and did a few runs on the Dyno to seat the rings and make some adjustments to the carbs. Andy noticed that the distributor could use some work to make the car more drivable so he recurved the distributor.

Now we were ready to see what the engine could do. After the first two "pulls" the engine ran very well. Good torque curve and 410 peak horse power!! Needless to say I was quite happy. We had expected the engine to make 375-400 horse power. Andy had a few ideas in mind. He made some changes and after a couple more "pulls" the peak horse power reached 442!!! Peak torque was 372!!! THIS WAS FANTASTIC!!

But, the benefits of running your engine on a Dyno does not stop there. I now know where my power band is. I know where to shift, how low to let the RPMs go and still stay within my power band. I know what the best settings are for the engine, spark plug heat range, jet sizes and much more. What's more, my engine is fully broken in and ready to go! Just bolt it in and RACE! One other added benefit was nipping another problem in the bud. It looked like I had a front crank seal leaking. If I did not have this Dyno test run, but instead put the engine in the car and started it up, I might have resorted to taking the front of the engine off to try and fix this leak only to have it continue leaking once I was done. However, while on the Dyno, the engine sets about waist high. With the engine running we were able to closely follow the oil trail. As it turned out, another fitting was leaking on the valve cover. The oil was running down the cover to the cover flange, down the oil dipstick tube, down the front cover onto oil pan gasket and dripping behind the crankshaft damper. With fresh, clean oil this trail is hard to see. I would have been chasing this problem for a long time. Maybe even pulling the engine out of the car again!!

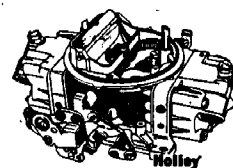
The cost of this test runs \$350.00. It may sound like a lot of money but the benefits are many. When you put together your budget for your next engine rebuild, include Dyno time. It is well worth it!! And don't forget to call Andy at Jomar's...you'll be glad you did!!!



by Phil Jacobs

PUMP IT UP!

by Steve White



Over the past year or so, I've noticed a misnomer regarding Holley accelerator pump lever adjustments. All the literature says to go to W.O.T. and adjust the levers' adjustment screw to obtain 0.015" clearance between the screw head and the pump covers' lever. Many people treat this adjustment with the same precision as they do when adjusting their distributor points or the engine valve rocker arm clearance. In reality it's not that critical - but yet it is. I'll try & explain.

The whole purpose of the clearance is to make sure you are not trying to stretch the pump diaphragm beyond its natural stroke capability. If stretched too much, eventually the diaphragm will fail. Then you will have no pump shot & a tremendous bog. Therefore, the reason for the specified dimension is to insure that the diaphragm is not overstretched. As long as you have some kind of clearance at W.O.T. is all that matters.

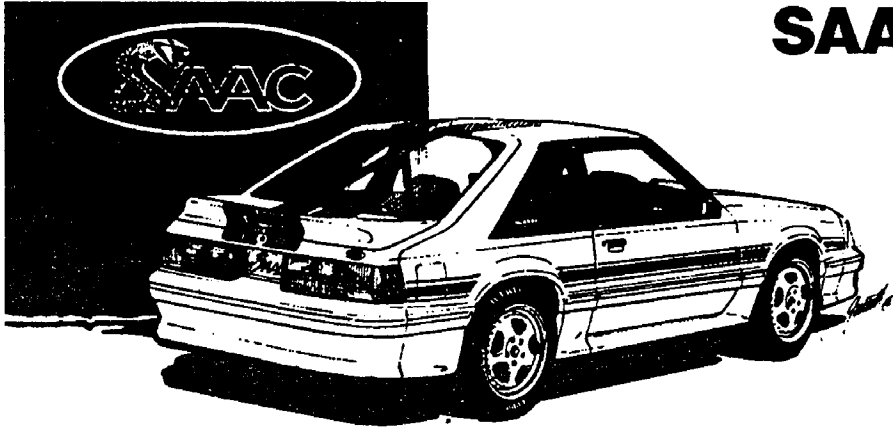
Not quite. While you do need the W.O.T. clearance, you also need to make sure you have no clearance at idle. This insures that as soon as there is any throttle motion, that motion gets transmitted through the accelerator pump operating lever mechanism, providing a pump shot as needed. The best thing to do is to first set your idle properly. This gets the pump cam in the right position. Then check to see if you have any clearance (lost motion) between the cam & lever. You should have immediate transfer of motion from the throttle lever & cam to the operating lever to the pump lever, causing a pump shot. If not, lengthen the operating levers' screw to take up that clearance. Once that is assured, check for some clearance at W.O.T. In extreme cases only, you may not be able to get the appropriate settings at both idle & W.O.T. - but in most it will be quite easy with a lot of latitude either way. Usually when you can't get the adjustment, the lever has been bent either by mishandling or intentional by carburetor Einsteins.

The pump adjustment should be checked whenever anything is done to impact the relationship of any of the corresponding components. This may be anything from changing idle settings, changing pump cam position (Position 1 - Position 2), changing pump cams, removing & replacing the throttle body, or even removing the fuel bowl to change jets (as the fuel bowl screws holes clearances allows some variation in locating the fuel bowl). Most times a readjustment is not necessary, but the possibility exists.

I have seen & heard of some erstwhile carb tuners who have tried to "tune" their accelerator pump needs by adjusting the levers screw to get more, or typically less, pump shot. This frankly just does not work. The pump shot is controlled by the cams lift rate, in conjunction with the pump shooters' discharge hole size. If you need more or less pump shot, change the cam or shooter. Otherwise you'll just create some other kind of driveability problem.

Hopefully this "takes up the slack" in understanding accelerator pump adjustments.

SAAC CAR CO., INC.



12650 Universal Dr.
Taylor, MI 48180
(800) 472-2298
Fax (313) 946-4221

INTRODUCING THE 1993 "SAAC SNAKE"

Just about a year ago we sent a brochure to all SAAC members introducing the 1992 SAAC MK I. The 295 H.P. SAAC-member-only model was followed by the MK II and both cars took the Mustang world by storm. They became the benchmark for current generation Mustang conversions. These cars were EPA certified and outperformed virtually everything else in their class. They created a lot of excitement and were featured in almost every automotive magazine in this country. A SAAC MK I made the cover of *Motor Trend* and *Automobile* and a MK II was featured on a segment of *Motorweek*.

Now, coming right on the heels of the MK I and MK II, is the SAAC Car Co's third model — the 1993 SAAC SNAKE. The Snake is the result of customer and dealer feedback which indicated that a substantial number of potential buyers would prefer a lower priced SAAC vehicle without the modified engine. Many also wanted an automatic transmission which is not available on the 295 h.p. MK I and MK II. The SAAC Snake is being produced to celebrate the final model year of the present generation Mustang. Like the MK I and MK II, the Snake is hand-built to exacting tolerances. Also like the MK I and MK II, it features 5-lug, 4-wheel disc brakes, improved suspension and bold, knock-'em-dead exterior graphics.

The SAAC Snake was conceived as a balanced package with the driver in mind. Suspension upgrades include Koni adjustable shocks and struts, progressive rate springs and a lowered ride height. Three-piece 17-in. dia. aluminum wheels (7.5" wide in front and 8" wide in the rear) carry Z-rated Goodyear 245ZR45-17 'Gatorback' tires. Low restriction Borla mufflers provide the throaty sound you expect from a car like this. The SAAC Snake also shares the unique front brake cooling ducts and side 'spats' that set the MK I and MK II apart from the rest of the Mustang 'make-overs.' SAAC Snakes are available in two body styles (hatchback and convertible) and in three colors: white (with blue stripes), red (with white stripes) and black (with gold stripes). The cars also carry distinctive SAAC Snake graphics, twin over-the-top LeMans stripes and narrow-wide-narrow side stripes which look as natural on them as they did on Carroll Shelby's original GT350.

The result is a hand-built, niche market driver's car with impeccable road manners and powerful brakes... at a cost that is affordable. Hatchbacks are \$26,995 and convertibles are \$30,995 (versus \$41,995 and \$48,995 for MK II hatchbacks and convertibles, respectively). Financing is available to qualified buyers as is a special, low cost stated-value insurance program.

SPECIAL OFFER FOR SAAC MEMBERS ONLY

We're offering Shelby American Automobile Club members the opportunity to obtain the lowest serial numbered SAAC Snakes. Additionally, you'll receive a 50% discount on any options you order. No more than 500 1993 SAAC Snakes will be built. To get your Snake just fill out the accompanying order form and return it along with a \$2,500 deposit.

1993 SAAC MK II

As a result of the SAAC Snake production, SAAC MK II production will be held to a maximum of 100 units. These models are still being produced based on individual orders. They represent the end of the current generation Mustang as a limited production, all-out performance vehicle.

SAAC "R-MODELS"?

You heard that right. We're going to build a handful of 'R-Models' this year. These cars will be for 'off road use' only. The people who have expressed interest in purchasing them plan to use them for SAAC open track and club events. They won't be built to comply with any existing race series but will be legal for SCCA Pro Solo II competition. They will take all of their cues from the original Shelby GT350 R-Models. That means plenty of pop-riveted aluminum panels, plexiglass windows and a gutted interior. Oversized brakes will haul the car down, wide wheels and sticky tires will get it around the corners and a 450 horsepower 351 V8 will make it explode down the straights. Toss in a NASCAR-type transmission, bullet-proof rear end, straight exhausts, a roll cage and fuel cell and you'll have a car that will be quicker from 0-100-0 than a 427 Cobra. The first customer car is under construction now. If this blips your throttle give us a call.

AN 8-SECOND "PRO 5.0" DOOR SLAMMER?

The SAAC Car Co. is currently campaigning a Pro 5.0 Liter drag car that runs an 8 second quarter mile. If you haven't seen it at any of the Mustang Pro-5.0 shoot-outs yet... you will. It's a rocketsled. Top speed at the end of the quarter mile is in the 160 MPH region. It's a neck-snapper, and we can duplicate one for you if you have the hots.

MUSTANG COBRA

You've seen the advance photos and first-drive reports about Ford's new 'Mustang Cobra' model. As soon as it was announced we started getting calls from potential buyers and dealers asking if we could come up with a way to improve its handling and its looks. We've developed a special package for this car which transforms it from "gets lost in the crowd" to a "Hey - Look-At-Me!" image. It changes the car's entire personality and improves its handling. The package includes wheels, exhaust, springs, stripes and interior upgrades. Call us for details.

SAACPARTS

Many of the unique pieces we use to create the SAAC MK I and MK II is available individually, through the mail, from SAACPARTS. Everything from stripe kits to complete engines; 4-wheel disc brake kits to leather interiors. If you haven't seen our catalog give us a call and we'll put one in your hands. Many of these parts also fit Mustang LXs and GTs. Our finned, cast aluminum "SHELBY" hollow-lettered valve covers fit 289s or 302s with any Ford rocker arm configuration. Right now they're selling like snow cones in the Sahara desert.

FACTORY VISITS & GENERAL INFORMATION

The SAAC Car Co. Inc. would also like to extend an invitation to all SAAC members to tour our Michigan production facility and test drive a SAAC Snake or a MK II. If you buy either model we'll reimburse you for your airfare (up to \$500). If you have any additional questions concerning either the SAAC Snake or the MK II, purchasing details, production time frames or anything else just give us a call.

SAAC CAR CO., INC.

800-472-2298

Monday through Friday, 8:30 am to 5 pm EST.

Motorsports Museum Finally Opens Novi Doors; Party Draws Celebrities

By Jim Parks
Automotive Writer

After five years of planning, thousands of volunteered work hours, hundreds of late nights and barrels and barrels of elbow grease, the Motorsports Hall of Fame and Museum of America in Novi finally opened to the public, Jan. 9.

The gala party, celebrated by hundreds of motorsports celebrities, got underway just after 7 p.m. when museum executive director Ron Watson called on the leaders of the Big Three's motorsports activities to help cut the grand-opening ribbon at the Novi Expo Center.



photos by Walter Bertl



Carlisle Caribbean Cruisin' '92

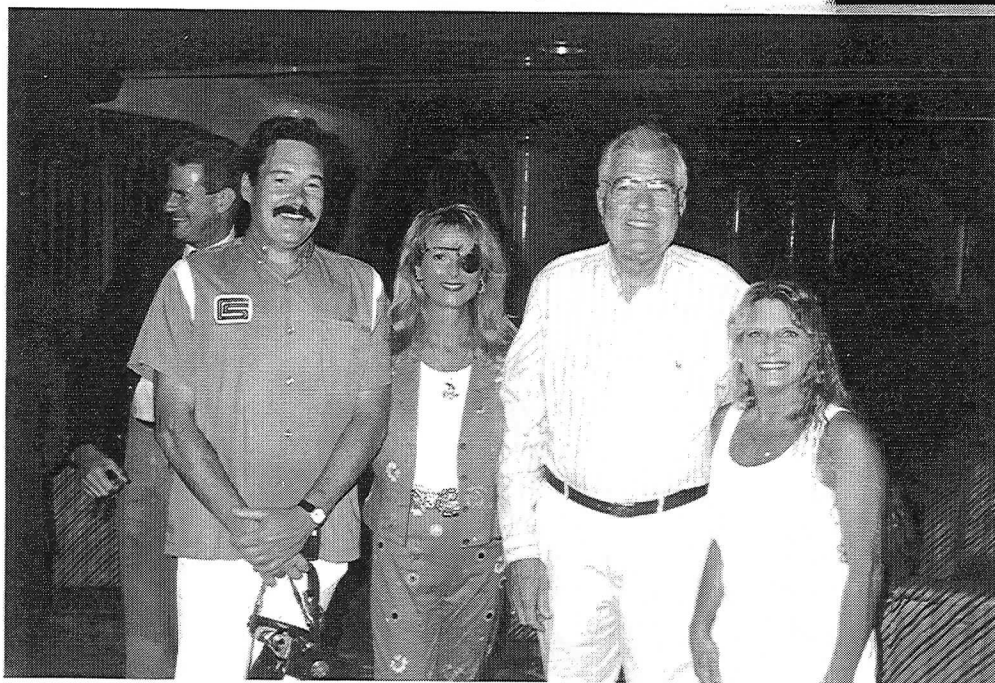
*On Carnival's Superliner, the
"Celebration"*

AN UNFORGETTABLE 8 day CRUISE
THRU THE SUN-filled CARIBBEAN
With YOUR HOSTS Bill AND Chip Miller
AND SPECIAL GUEST: CARROLL Shelby

Take the vacation of a lifetime! Join your fellow
Car Show Enthusiasts on a fun-filled Cruise
thru the Sunny Caribbean. Taste the excitement
that fills the air as you visit the spectacular ports
of San Juan, St. Thomas and St. Maarten. It's an
event you won't want to miss. Come and see for yourself
why we're calling it the vacation of a lifetime.

Cruise Date: October 31, 1992

Cruise Length: Eight fun-filled Days



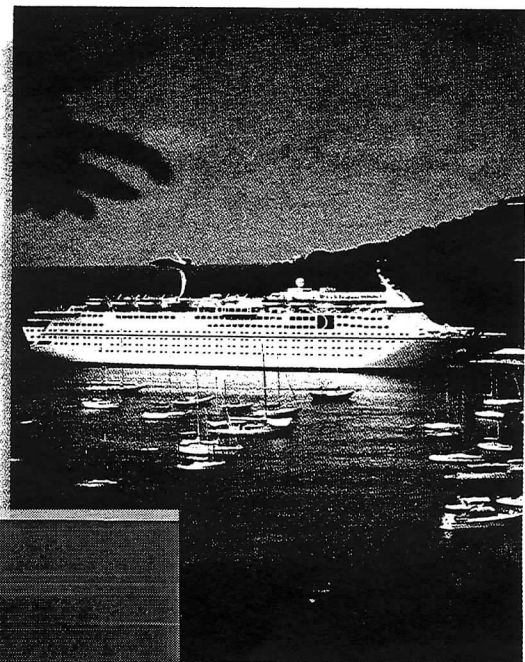
— *the "Fun Ship"* —

CELEBRATION

INTRODUCES:

Carlisle Caribbean Cruisin' '92

YOUR HOSTS: Bill AND Chip Miller
AND SPECIAL GUEST: CARROLL Shelby



THRU NOVEMBER 7th, 1992

CARLISLE TRAVEL

Carnival



SATURDAY, MARCH 06 1993, AT 12:30 pm.

MEL ERVIN FORD INC.

15455 S. Oakley Rd.
M-52 Just North of M-57
CHESANING, MICHIGAN 48616

**** ROUSH FORD MUSTANG- TRANS AM/ GT-1
DRIVER: JEFF ERVIN**

MARK ERVIN
Used Car Manager

Bus. Phone (517) 845-3033

**** ROUSH FORD MUSTANG- TRANS AM/ GT-1
DRIVER: MARK ERVIN**



WEST MICHIGAN REGION



**** MERCURY CAPRI- TRANS AM/ GT-1**

**** 1965 SHELBY GT-350 B/P RACER**

**** 1966 SHELBY GT-350 STREET**

**** 1966 MUSTANG CONVERTIBLE STREET**



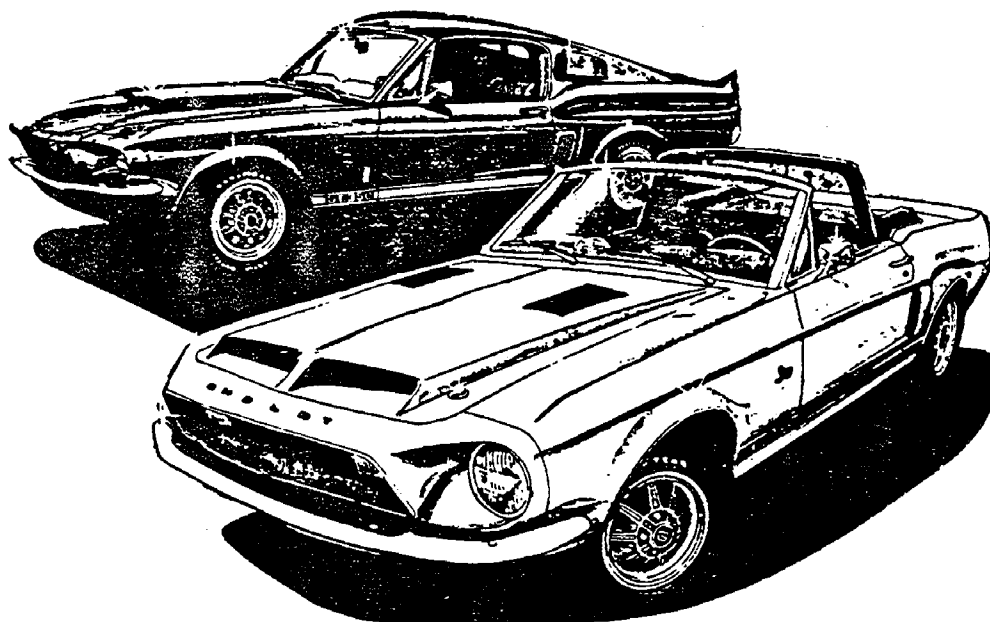
Hosted by the Indiana Region
Cooperating: Il, Ky, Mi, Mo, Oh Regions of SAAC and Midwest Region of Tigers East/Alpines East

16th INDIANA SHELBY SPRING FLING

1977

1993

BROWN COUNTY STATE PARK – NASHVILLE, IN



MAY 21-23, 1993

FRIDAY

Refreshment Bar

Welcoming Bash

Video Tapes

Shelby Memorabilia

Photo Album Sharing

SATURDAY

Shelter House Picnic

Car Show

Judged & Popular Vote

Classes by Pre-registration

Awards Banquet/Program

SUNDAY

All Paved Roads

Road Tour

Scenic Hilly Run

Good Family Fun

Awards for Winners

Lodging at the Rustic Abe Martin Lodge in the Park
\$43-52/night. Two nights required (Fri/Sat)
Lodgings available only thru Indiana SAAC

Early Registrations
By APRIL 20

SHELBY & FORD EXTRAVAGANZA!

Shelby, Cobra, Tiger
Boss, Mach 1, Mustang
All Hi-Po Fords

Lodge/Cabin Reservations
Road Touring
Early Meet Registration
Awards Banquet

\$43-52 deposit
\$ 6 per car
\$21 per couple/car
\$14 per person

CONTACT: IN SAAC

Steve & Joyce Yates
Rt. 1, Box 377
Nashville, IN 47448
(812)988-7146

SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

MEETING MINUTES- January 7, 1992

By RODNEY J. BECKWITH IV

The meeting was called to order at 8:16pm on January 7th by Kurt Fredrickson. The first order of business was the recognition of new faces such as. Dennis Toulouse, Craig Shefferly.

---NATIONAL NEWS JOHN GUYER---
SAAC 18 July 7-10, 1993 at Watkins glen in New York. Several Hotels are being used 3 in corning, 20 minutes from the track. Two in Ithaca, 40 minutes and one in Bath about 50 minutes. Security will be provided at these Hotels and also at the track for those who want to leave their car and or towcar/trailer. All events including Banquet and evening program will be at the track, should end Saturday at sundown. Driving school on Wednesday for 120 in your own car. This should be the best one yet, but you need to plan NOW.

---EDITORS REPORT--JOHN GUYER---
New issue of newsletter is out. John would appreciate any photos for future issues, please photos and or negatives. We need some one to write an article and or take photo's at the Gorne Swap meet.

-AUTORAMA/Show--Carl Galietti---
Autorama is February 19-21. 10 people interested, responses from 7, is any one else interested, please contact me by 1-14-93. Final list will be available next month. Show-&-GO June 6, 1993, (in conjunction with electric car contest). Commercial letters are going out, we will need to approach Ford Security, we are

talking to Ford about financial support.

-FINANCIAL REPORT-CARL GALIETTI-
\$6199.57 in checking and savings.

--MEMBERSHIP-----RICH TWEEDLE--
31 members.

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

Kurt will not be here in February, Carl will be presiding. Discussed Mustang Christmas party bill, adult and child.

-ADVERTISING REPORT-PHIL JACOBS-
nothing in magazines yet.

-COMPETITION REPORT--ED LUDTKE-
waiting for date at waterford.

-----MISCELLANEOUS-----
50/50 DRAWING: Mike Sedlak won \$37.00. All 42 people had a great time at the meeting, and consumed large quantities of pizza. At 9:20pm the meeting was over.

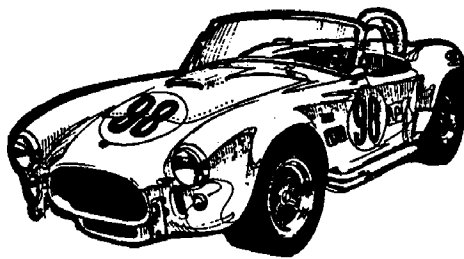
MEETING MINUTES- February 2,
By RODNEY J. BECKWITH IV

The meeting was called to order at 8:11pm on February 2nd by Kurt Fredrickson. The first order of business was the recognition of new faces such as. Matt Boschma.

---NATIONAL NEWS JOHN GUYER---
SAAC 18 July 7-10, 1993 at Watkins glen in New York. Now is the time to get rooms.

---EDITORS REPORT--JOHN GUYER---
Deadline for the next newsletter is March 15, 1993. If you didn't get a calendar there are some left. Anyone can have an extra if available.

-AUTORAMA/Show--Carl Galietti---
 Autorama is February 19-21. Three cars accepted at this time, 5:30pm thursday afternoon set up time. All letters went out to Major sponsors for Show-n-Go. Does anyone work at a Ford suppliers, for possible sponsorship.



SAAC-18
 POBox 788
 Sharon, CT 06069

-FINANCIAL REPORT-CARL GALIETTI-
 \$6514.87 in checking and savings.

You're in the running for a ride with Carroll Shelby!?

SAAC - 18 WATKINS GLEN

July 7-8-9-10, 1993

--MEMBERSHIP-----RICH TWEEDLE--
 72 paid members.

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

Publish the organization chart for the three clubs, who to contact at the different club's about questions or comments. We are going to hold a car display/picnic at the end of June with the other car clubs.

Directors corner:Rodney Beckwith IV was duly elected to Chief Dipstick

-ADVERTISING REPORT-PHIL JACOBS-
 Show-n-go in Hemmings motor news, Swap meet should be showing up in the paper.

-COMPETITION REPORT--ED LUDTKE-
 The Go open track event May 31,1993.

-----MISCELLANEOUS-----
 50/50 DRAWING: Dave Allevato won \$30.00. All 33 people had a great time at the meeting, and consumed large quantities of pizza. At 9:20pm the meeting was over.

MEETING MINUTES- March 4,
 By RODNEY J. BECKWITH IV

The meeting was called to order at 8:11pm on March 4th by Kurt Fredrickson. The first order of business was the recognition of new faces such as. Richard Territo.

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

SAAC 18 July 7-10,1993 at Watkins glen in New York. Could be biggest convention yet as of now there are over 700 preregistration usually this number is not reached until a month before the convention.

Track event 90% filled school only has two slots left Hotel-Motel list in next "Snake Bite" also the chamber of commerce as a last resort.

There is a KOA campground 1/2 mile from the track for those interested in camping.

Shelby American #61 should be out in 4-5 weeks.

Remember Poster- contains one of every model Shelby American/Automotive car made (approx 41). Should be out in May. 15 of 200 shelby signed posters left unreserved.

Carroll Shelby will be at Lime Rock in July for the Trans-Am race which will also have a Shelby Spec car race.

Labor Day Vintage Race will feature Endurance racers- Ford GT, Cobra Daytona Coupe.

---EDITORS REPORT--JOHN GUYER---

Deadline for the next newsletter is March 15,1993. Charley Shafley will write a Autorama report. Walter Berti and Mike Sedlak will write a Gorno Swap meet report. Chili Challenge III March 13,1993.

GORNO SWAP 93

by Walter Benti

photo by Jeremiah Benti

-AUTORAMA/Show--Carl Galietti---
Autorama we had 6 cars on display, there were no Shelby's in the club display. Show-n-Go June 6th and May 31st track event.

---SWAP MEET-----MIKE SEDLAK---
65 vendor slots were sold, 850 people came thru. Thanks to everyone who helped. Vendors were happy. Sold plenty of donuts and coffee. Special Note: Jack Elder accidentally twisted his knee while closing the Gate at the Swap Meet!

-FINANCIAL REPORT-CARL GALIETTI-
\$8208.87 in checking and savings.

--MEMBERSHIP-----RICH TWEEDLE--
Not present.

-----DIRECTOR'S REPORT-----KURT FREDRICKSON
The club trailer was stolen and has been reported to the police. The club directors will have a board meeting after the club meeting to discuss the clubs needs.

-ADVERTISING REPORT-PHIL JACOBS-
Show-n-go magazine advertisements and flyers are out.

-COMPETITION REPORT--ED LUDTKE-
The Go open track event May 31, 1993. MIS race track is no longer being rented. Tom Greene has challenged anyone at the May open-track event to beat his time.

-----MISCELLANEOUS-----
50/50 DRAWING: ? won \$18.00. All 23 people had a great time at the meeting, and consumed large quantities of pizza. At 9:20pm the meeting was over.

This years Swap meet was a huge success. The quality of items was as diverse as the amount. There were new and used trim items, paint, glass, engines, (both current and hard to find), rear axles both small and large, transmissions, radios, and interiors. Also exotic carbs and set-ups (302 EFI, FE tri-powers, and 2.3 turbos). This year we had things that were both useful and economical.

We had 65 vendors showing their goods in a variety of ways. The weather dealt a good hand this year and showed by the walk-in number of attendants (850 approx.). It appears our effort has paid off in a number of ways.

A large number of items were exchanging hands. The club had exposure for presenting a large variety of vendors and our bank account was fattened up some. I was not present for the March meeting but was told that we cleared \$2012 (approx.). All and all this event showed that we can work together no matter how large or small a part you did, that we want to continue to be a group of enthusiasts who are known for continuing the love for cars and freindships.

We would like to say thank you again to Mr. Gorno for opening his dealership to us, treating us as family, may this continue for many years to come. We would like to thank our vendors both large and small, including Thundercolt, Metro Plating, Super Ford Magazine, and Scott Minch from Kar Kraft, without your support it would be tough.

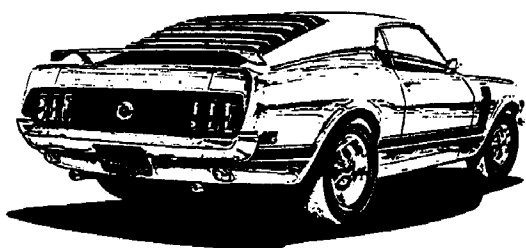


NO REASONABLE OFFER REFUSED (UNREASONABLE OFFERS CONSIDERED)!!!
FOR SALE :

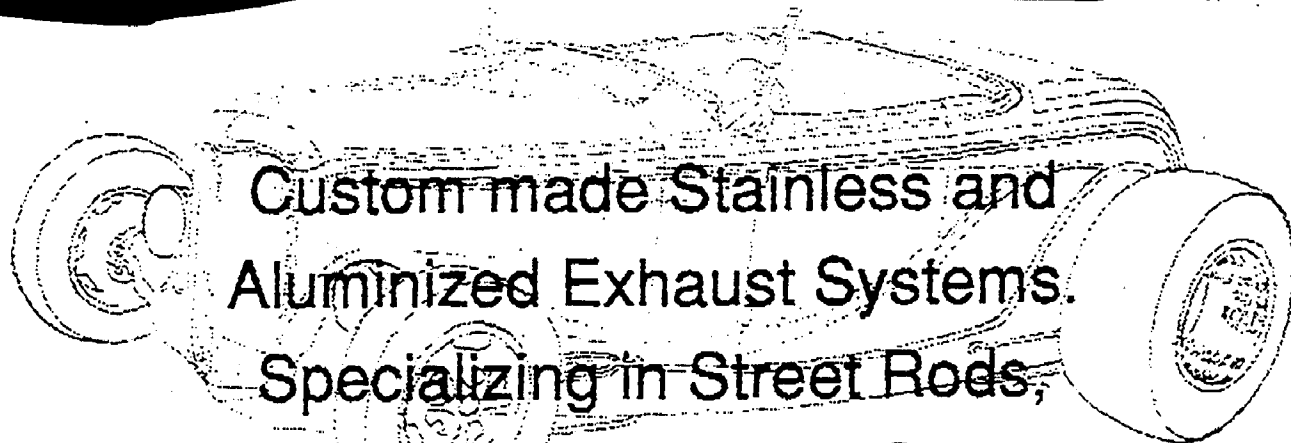
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- * T-5 TRANS MOUNT, new, P/N E6SZ-6068-C, list price \$24.41
\$15 o.b.o. Steve White - 363-0731
 - * AUTOMATIC TRANS SHIFT LEVER SEAL, non console, early Mustang, new.
\$3 o.b.o. Steve White - 363-0731
 - * INSTRUMENT CLUSTER LENS, '65 Mustang, new. New cost \$15. (currently \$20)
\$5 o.b.o. Steve White - 363-0731
 - * PONY DOOR HANDLE ADAPTER KIT, Mr.G's Mustang, like new. New cost \$18.
\$5 o.b.o. 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 o.b.o. Steve White - 363-0731
 - * POLYURETHANE UPPER COIL SPRING MOUNT, by TMC (Traction Masters), new
\$18 o.b.o. Steve White - 363-0731
 - * POLYURETHANE MID SECTION SWAY BAR BUSHINGS, 5/8" w/brkts., by ADDCO, ne
\$12; Also, 1" w/brkts., by ADDCO, new, \$10 Steve White - 363-0731
 - * GROUND EFFECTS AIR DAM w/FLEXIBLE SKIRT, for Aerostar, new, cost \$85
\$60 o.b.o. Steve White - 363-0731
 - * MIRRORS, outside rearview, Aerostar, like new
\$15/pair o.b.o. Steve White - 363-0731
 - * HEADER GASKETS, Mr. Gasket, for FE series, 2 bolts/port (non CJ,GT)
\$3 o.b.o. Steve White - 363-0731
 - * 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 o.b.o. Steve White - 363-0731
 - * RADIATOR, original FoMoCo, believed to be '67-'69 big block automatic
good condition.
\$25 o.b.o. Steve White - 363-0731
 - * JACKET, Mustang Indy Pace Car, medium size, like new, cost \$40 new
\$25 o.b.o. Steve White - 363-0731
 - * DUAL INLET, chrome, for Holley Dominator, like new - never seen fuel
\$5 o.b.o. Steve White - 363-0731
 - * 2 BARREL HOLLEY CARBS for 4 cylinders, (2) Model 5200 for 2.3l Mustan
Pintos, etc.; Model 5740 for 1.6l Escort; all like new.
MAKE OFFER! Steve White - 363-0731
 - * PORTABLE INFARED PL GAS HEATER, 32,000 BTU, 20 lb. tank (~1/2 full),
excellent condition, cost \$145 new in 1990.
\$100 o.b.o. Steve White - 363-0731
 - * MAIER RACING APRON, p/n 308, fiberglass font valance w/integral
spoiler, new - never installed, cost \$146 in 1989.
\$100 o.b.o. Steve White - 363-0731

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ALUMINIZED EXHAUST SYSTEM

Custom Exhaust



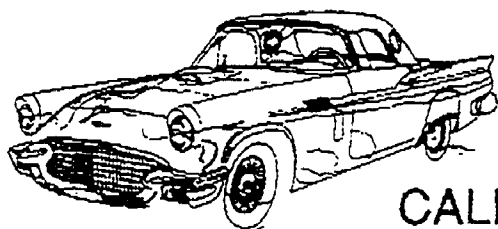
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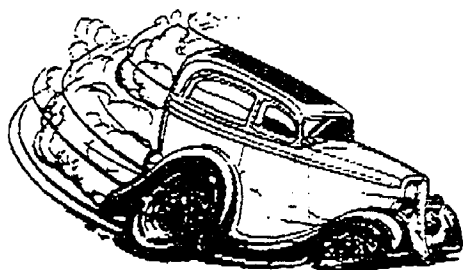
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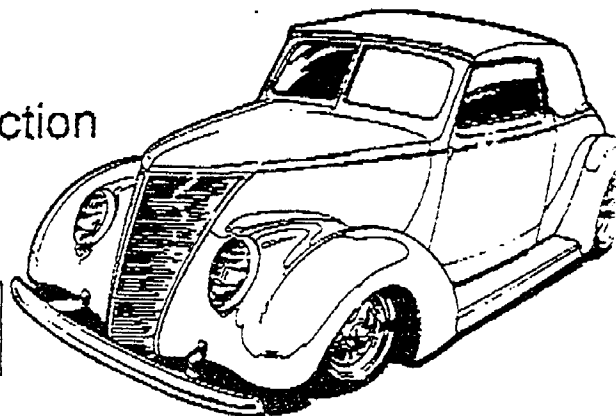
CALL or COME SEE US
for a

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Estimate and Inspection



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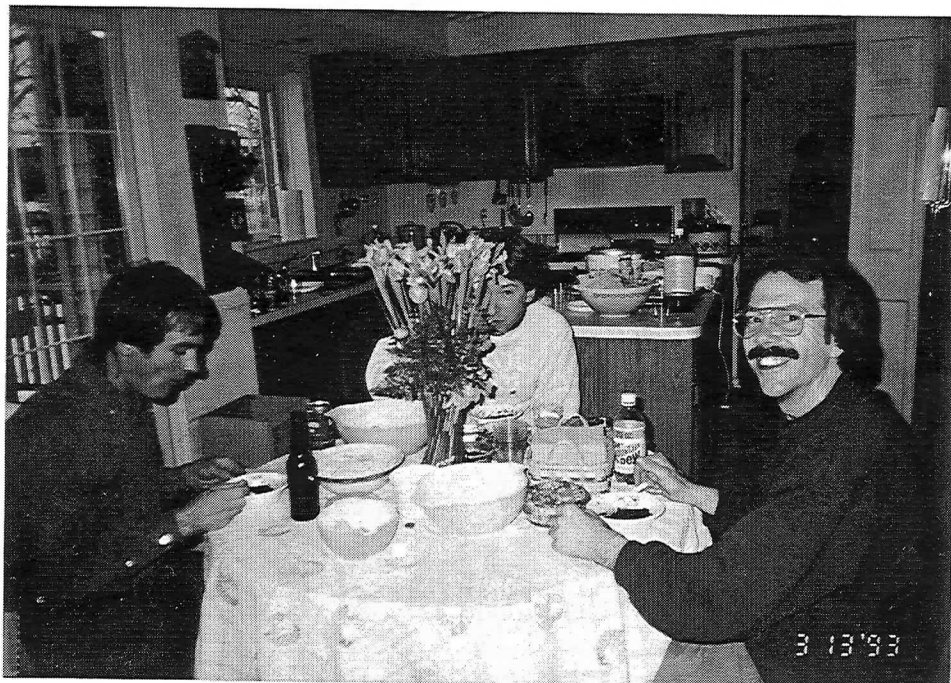


Dear John:

Mr. Shelby would like to wish
you and the club a warm and
happy New Year with some of
his chili!

Best Wishes,
Leslie Browne

Bill Van Ess
Ron Mack
Tim Young
say, "Tell
Mr. Shelby,
"Thank you!"



Shelby Life
50 Glenshire
Troy, Michigan
48098

Send to:



Leslie Browne