



# SHELBY LIFE

OFFICIAL PUBLICATION  
OF THE  
MOTOR CITY REGION

SPRING 1995

SHELBY AMERICAN  
AUTOMOBILE CLUB



**SHELBY AMERICAN  
AUTOMOBILE CLUB  
Motor City Region  
Presents Rain or Shine !**

# MOTOR CITY SHOW & GO

## Twentieth Anniversary

### June 4 & 5, 1995

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

<b>SUNDAY</b> <b>Car Show and Swap Meet</b>	<b>MONDAY</b> <b>Driver School and Open Track Event</b>										
<p style="text-align: center;"><b>FORD MOTOR COMPANY WORLD HEADQUARTERS</b> Northwest Parking Lot (Behind the Building) Michigan Avenue &amp; Southfield Service Drive Dearborn, Michigan</p> <p style="text-align: center;"><b>OPEN TO THE PUBLIC FROM 9am TO 5pm</b></p> <p style="text-align: center;">Swap meet set up begins at 7:00 a.m. Show Car Registration 8:30a.m. - 12:00 noon</p> <p style="text-align: center;"><b>Dash Plaques for first 200 vehicles</b></p> <p style="text-align: center;"><b><u>ENTRY FEES</u></b></p> <table> <tr> <td><b>CAR SHOW</b></td><td><b>\$10 Pre-registered by 05/31/95</b></td></tr> <tr> <td></td><td><b>\$15 Day of the Show</b></td></tr> <tr> <td><b>Swap Meet</b></td><td><b>\$15 Pre-registered by 05/31/95</b></td></tr> <tr> <td><b>20x20 Space</b></td><td><b>\$20 Day of the Show</b></td></tr> <tr> <td><b>Car Corral</b></td><td><b>\$10 (ANY MAKE)</b></td></tr> </table>	<b>CAR SHOW</b>	<b>\$10 Pre-registered by 05/31/95</b>		<b>\$15 Day of the Show</b>	<b>Swap Meet</b>	<b>\$15 Pre-registered by 05/31/95</b>	<b>20x20 Space</b>	<b>\$20 Day of the Show</b>	<b>Car Corral</b>	<b>\$10 (ANY MAKE)</b>	<p style="text-align: center;"><b>WATERFORD HILLS ROAD RACE COURSE</b> OPEN TO THE PUBLIC - GATES OPEN AT 8am Track open from 10am to 5pm ANY MAKE VEHICLES ALLOWED TO RUN ON TRACK CONVERTIBLES MUST HAVE A ROLLBAR !!!</p> <p style="text-align: center;"><b>\$60 per vehicle for SAAC-MCR members \$75 for non SAAC-MCR members.</b></p> <p style="text-align: center;">Participation limited to 50 cars, based on pre-registration receipt date of 05/31/95 <b>All vehicles \$90 after 05/31/95</b></p> <p style="text-align: center;"><b>TECH INSPECTION REQUIRED - 75 dba noise limit. You must run with mufflers, no open pipes! Tech will be open from 8am to 9:30am only. SNELL APPROVED helmets are required.</b></p> <p style="text-align: center;"><b>Come out and have FUN !!!</b></p>
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**CONTACT: Dean Ricci    (313) 421-0059**

**Track Info: Larry Jacobs (313) 681-4574**

**WRITE  
SAAC - Motor City Region  
30917 Dorais  
Livonia, MI 48154**



# SHELBY LIFE

OFFICIAL PUBLICATION  
OF THE  
MOTOR CITY REGION

## Club Officials

President.....	Dean Ricci (313)421-0059
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Secretary.....	R. Beckwith(810)474-0372
Treasurer.....	Carl Galietti(313)591-3569
Competition Director.....	L. Jacobs (810)681-4574
Advertising Director.....	Phil Jacobs (810)879-8557
Membership Director.....	R. Tweedle (810)791-0279
Editor.....	John Guyer (810)528-3022

## EVENTS:

MAY 19-21 Indiana SAAC  
18th Annual Spring Fling in  
Nashville, IN. For info call  
Steve & Joyce Yates  
(812) 988-7146

JUNE 4&5 MOTOR CITY  
SHOW & GO 20 CAR SHOW  
SUNDAY - FORD WORLD HQ

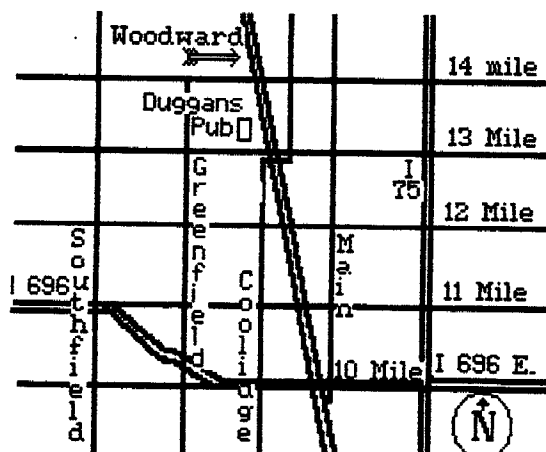
MONDAY WATERFORD HILLS  
TRACK EVENT 681-4574

JUNE 18, SUNDAY WHEELS  
OF FREEDOM CAR SHOW  
(519) 252-7264

JULY 5-8, 1995, SAAC 20  
ATLANTA, GA. (203) 364-  
0449 (810)528-3022

## ATTENTION! ATTENTION!

SHELBY CLUB MONTHLY  
MEETINGS ARE THE 1st  
THURSDAY OF EACH  
MONTH AT 7:00 PM. THE  
LOCATION HAS CHANGED  
TO DUGGAN'S IRISH PUB,  
3801 NORTH WOODWARD,  
ROYAL OAK.



# The President's Report

by Dean V. Ricci

Since I last wrote, the club has completed two successful events. Our first was the annual **Autorama** at Cobo Hall which concluded on February 19th. We put together a six (6) car club display, but had ten (10) club members in total at the show. 3 members went on their own and the other was part of the Waterford Hills display. For the club's display, in attendance were; **Vito Campanaro** with his '68 Shelby Mustang Convertible (which was previously owned by actor **Sean Penn**), **Babe and Stu Cashman** with their '70 Boss 302, **Jim Hicks** with his Poppy Red '65 Mustang Fastback (Jim won 1st place in class for the second year in a row !), **Marcus Simmons** with his '70 Boss 302 Drag Car, **George Huisman** with his '94 Mustang Indy Pace car complete with Supercharger and functional molded side exhausts (George won 3rd place in his class) and the display rounded out with yours truly with my '93 **Mustang Cobra**, which won a 3rd place in class. Attending on their own were club members; **Bob Hoeksma** with his 1950's era Ford (Bob won 2nd place in his class), **Rick Bracken** with his 1969 Shelby GT500 Fastback (Rick won 2nd place in class) and **Pat D'Anna** was in attendance with his 1967 GTA Mustang. Pat won 2nd place in class. Pat told me he obtained his judging sheet on his vehicle, and his car was awarded 23 out of a possible 25 points. Now THAT'S a quality car ! Also attending as part of the Waterford Hills display was **Bill Davidson** with his Opel GT road racing machine ! Our club display was located in the aisle next to the display from the **Mustang Owners Club of SouthEastern Michigan**. Their newly elected President **Frank Lundgren** made a nice offer to us. Seeing as how both of our clubs had only

six cars in our displays, Frank suggested that if member participation doesn't improve that our two clubs could put together a joint display. All of us in the SAAC-MCR display thought that was a great idea and we'll be in touch with MOCSEM for next year !

Our second event which enjoyed a pretty good turnout in spite of the lousy weather we had was our **Mid-Winter Swap meet** at **Gorno Ford** in Woodhaven, Michigan - **Feb. 26th**. The event raised over **\$900** for the club. Event chairperson **Mike Sedlak** did a great job, as did his helpers which included:

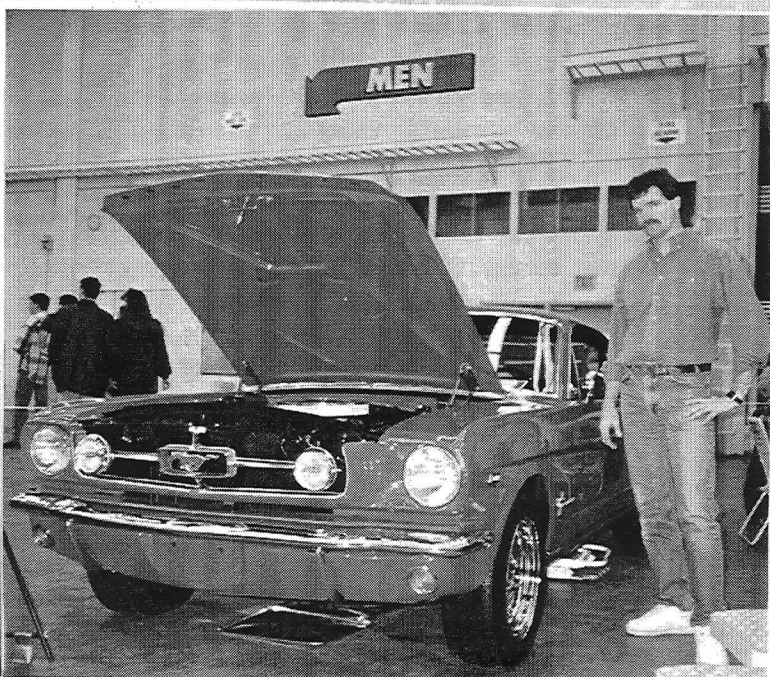
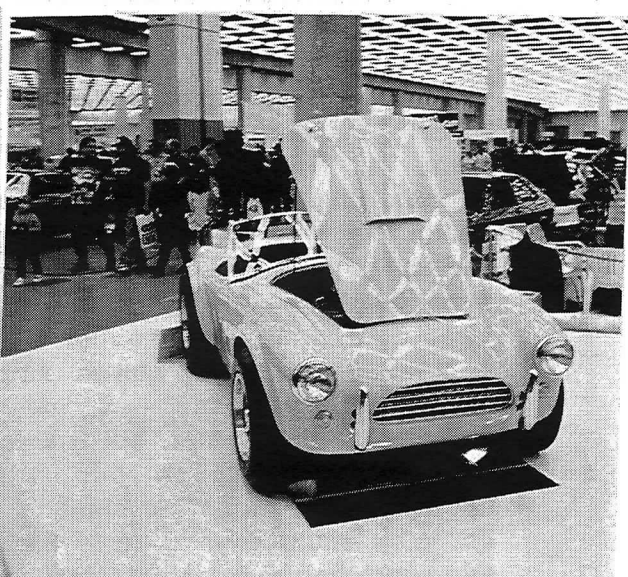
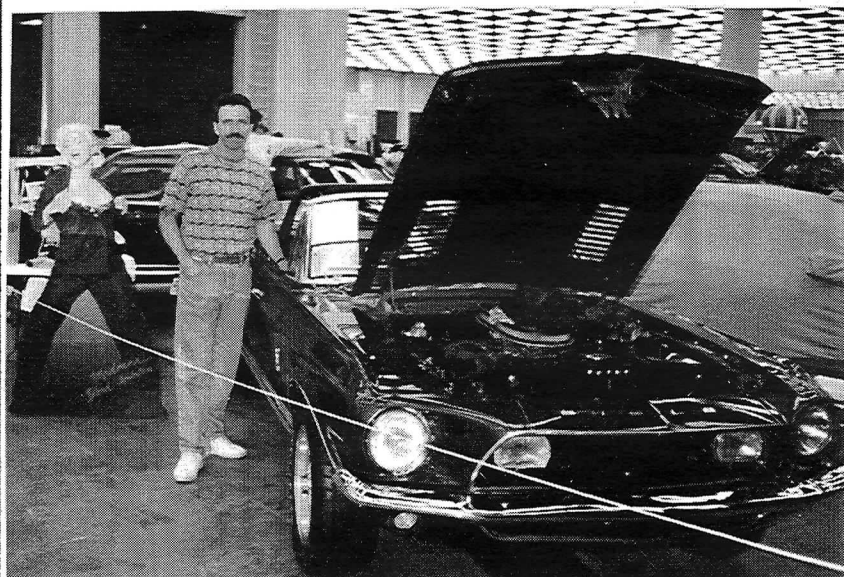
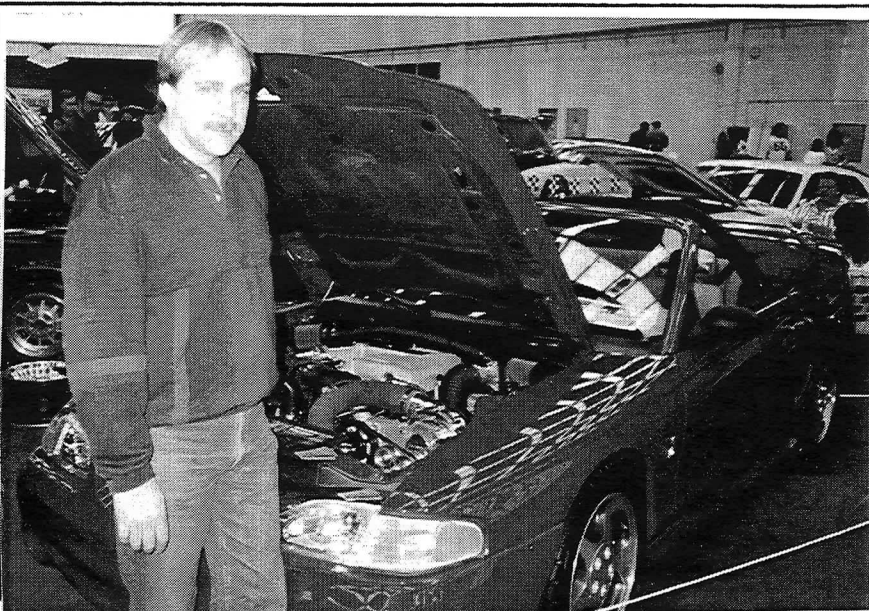
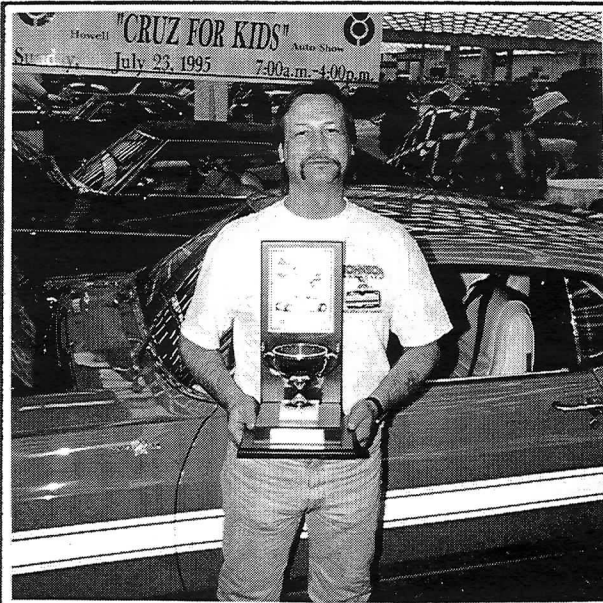
**Roland Kingsbury, Phil Jacobs, Mike Riemenschnieder, Jeff Finley, Rod Beckwith and Arthur "Bud" Koss.**

We had our first club meeting at our new site, **Duggan's Irish Pub** in Royal Oak. We had about 40 people in attendance at the March meeting, I can't remember the last time we had that big of a turnout. The place is very noisy compared to the meeting room at Ponderosa so it's going to take some getting used to. We've asked the proprietors to help out by shutting off the Televisions and video games near the meeting room, so we'll see what happens.

Our next club event coming up is the Chili Challenge at John Guyer's house. Hopefully a lot of you will have taken advantage of **John and wife Trish's hospitality** and attended the event.

And lest we forget, the big 20th Anniversary of Show and Go is coming up this June at Ford World Headquarters. It sure would be nice if every club member had their car included in the show this year. Can YOU think of another club show that's 20 years old ??? See the show info elsewhere in this issue. See you next time !





## Flat Land & Fast Lanes

by Steve White

Normally when I receive my copy of *Mustang Monthly*, *Super Ford*, et al, I skim through the pages searching for early Shelby, vintage racing, or tech articles. In the October 1994 issue of *Mustang Monthly*, I was giving it one last look over before I filed it away (since the next issue already arrived!) when I came across an article on a restored '65 2+2 GT that I would have normally skipped over. While I appreciate the effort that someone goes through on a restoration, assuming they haven't farmed the whole thing out, they don't really get my attention as I'm more interested in performance & using the cars as intended - driving them, as most restos are trailer queens. However there was something about this car, other than its superb quality of restoration, that got my attention. It had a Cobra dress up kit, which Mustang purists sometimes grudgingly accept at shows since it could be purchased & possibly installed at the dealer, but it was the 3X2 carb set up on this pristine specimen that made me want to read on. Why would anyone equip their car this way when everything else seemed to be by the show book speced?

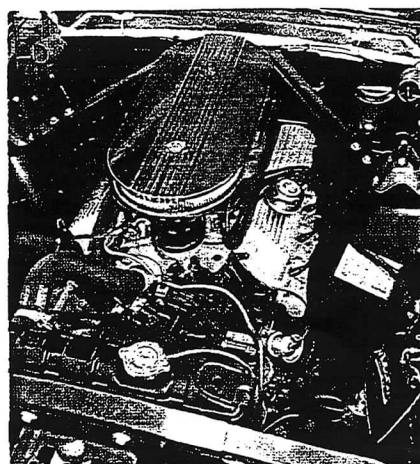
As I read on, I learned that the car was purchased in Ponca City, Oklahoma. Now this may not set off any bells with most people, but it is not far from where my parents were raised. Also, the car had been painted uniquely & drag raced at the Arkansas City Drag Strip in Arkansas (pronounced "Our Kansas", not like Pres. Clintons home state) City, Kansas. Again no bells for anyone in the club I'm sure. However this is where our family spent our annual two week vacations, visiting relatives. Also, one of my uncles lived just 20 miles south of "Ark City", as the

locals call it, in an even smaller town of Newkirk, OK. He also worked for Ford as a dealer zone rep, based out of Kansas City, nearly 300 miles to the North! Due to the small populations of the area, & my uncle's employ with Ford, coupled with his own exploits, I thought he might be aware of this car & its earlier life - so I sent him a copy of the article.

The following is a partial letter I received from him in return. While he didn't have any specific knowledge of this car, his anecdotes of automotive life in that region during that era I found quite interesting. It provides a strong testimonial of the cars then. I also didn't realize they didn't have speed limits then - maybe that explains my dad flying across the plains with the family in a '59 T-bird (which ended up as my first car) at 100-120 MPH! And I just thought he did it to be neat! I also learned a lot about my uncle, which I didn't really get a chance to know much then, since we were separated by nearly 1200 miles & the Rocky Mountains. I hope you find the letter interesting reading.

*Bud Priess' K-code fastback  
proves the muscle era was alive  
and well in the early days of  
Mustang mania.*

article by Rob Reaser  
photographs by Tom Corcoran  
and Randy Lorentzen



October 1994 MUSTANG MONTHLY

November 20, 1994

Hello Steve,

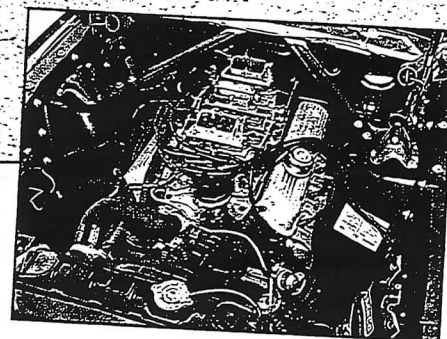
This thank you letter is long overdue. Since it is a wet rainy day and I certainly don't want to get outside and most of my garage jobs are pretty well caught up I thought I would try and get this done. The article on the 1966 Hi-Po Mustang was very unusual and most interesting. It also brought back a few memories. One of my many company vehicles was a 1966 Mustang Fastback equipped with the 289 Hi-Po. Automatic GT, Midnight Blue trimmed in White. Full throttle shift (up) occurred at approximately 7200 RPM. However it was not able to full-fill the full range of the speedometer of 140 MPH. It would only do about 135 MPH on the flats of I-70 in Western Kansas. When I turned this car in for another car it had about 23,000 miles on it. Believe it or not it still had the original tires on it. I've wished many times that I had bought that car and kept it.

The amazing thing about the article that you sent was that they were able to reunite the original engine back to the car after it had been through so many people. Also amazing that the engine held up as well as it did for the severity of service that it was subjected to. That part though really shouldn't surprise me. For the first fifteen years with Ford Motor Co. as a Service Rep. I averaged over 95,000 miles per year with most speeds over 100 MPH except when in or near towns or cities. I had in excess of fourteen citations in excess of 100 MPH. I can't even begin to estimate how many I had for under 100 MPH. —ToooooManyyyy to count. And with all of that I never lost an engine. I never had a mechanical failure to any of my cars. Also I never had a mechanical failure to a drive axle. I did have a couple or three automatic transmission failures. These were confined to clutch pack snap ring retention failures or thrust washers failures. Had a few water pump shaft failures. All in all drove the most failures I had for all the miles I drove and the speeds I drove, the tires were the weakest link. It wasn't anything unusual for me to replace all of the original tires within the first ten days. Much of this was several years ago. I well remember when we did not have a highway speed limit in the state of Kansas. It was nothing unusual for me to pass a Ks. Highway Patrol with me running in excess of 100 MPH. That was when I was just a kid back in high school. While I was in the Navy I think was the time that they put in the state speed limits. About 1955 the Ks. Turnpike was being built. When it opened it had a speed limit of 80 MPH. I really don't know what has kept me alive. When they installed the 55 MPH speed limit I could have almost died. I just couldn't see any way that I could drive 55MPH unless I was slowing down to enter a town. Over the years several things have happened. My reflexes have slowed down. Thank goodness I'm aware of this. As a result I've slowed down considerably. As an example—I used to drive from the Ford Assembly Plant, located in Northeast Kansas City, through the city, get on the Kansas Turnpike, drive across the state of Kansas, and to Newkirk, Okla. in three hours and fifteen minutes, a distance of 291 miles. The same trip today takes me about six hours.

Here is some information you might find interesting. One of our cars is a 1980 Mercury Zephyr. Your folks drove it up to your place a couple of years ago. Recently I found it necessary to replace the head gasket a second time. While I had the head in being milled, I had them machine the upper portion of the valve guides so I could install positive valve stem seals. Prior to this the engine oil would get dark as most oils would do with mileage. Now the oil stays so clean it is really unbelievable. Also the oil consumption has gone from about one quart per 1500-1800 miles to about one quart per 3000 miles. This car only has 122,000



miles on it so I figure that if I live long enough I just might be able to get it broke in. The first and original owner assured me that no repairs had been done to engine while he had it. The wagon had 84000 miles on it when I bought it. After visiting with your dad a couple of weeks ago I purchased a quart of Dura-Lube and install it in this same car this past week. I've only driven the car about 350 miles so far. I must say I'm impressed so far. I want to see if it continues to improve the way the engine runs. I'll let you know more of my thoughts later on. I'm presently pleased with the improvement of the engine so far that I plan to install a quart into our Mercury Grand Marq. in the near future. It is a 1988 with approximately 58,000 miles. I will also put a quart into my little diesel roller skate as soon as I'm satisfied that the piston rings are seated. After being unable to seat the piston rings in 49000 miles I finally ran a crankcase pressure test which confirmed my suspicion. When the pistons were removed it had #2 & #3 cylinders with the two compression ring end gaps very near each other. This condition allowed for a loss of compression since diesel engines ignite their fuel by the heat of compression, this caused me to be running with two cool cylinders... BAD NEWS.





## THE GOLDEN PAST LIVES ON

It's funny how things happen when least expected. Take, for instance, my discovery of a Ford dealer in Florida with a particular interest in classic Ford performance vehicles.

While vacationing in New Smyrna Beach, Florida over the past Christmas holidays, I had the occasion to accompany a friend of mine, who has retired and lives in that area, to a local body shop to pick up a car to which he had some refinishing done. That intense Florida sun had caused some terminal fading and discoloration to his paint job. During the course of discussions with the body shop owner, my friend mentioned that I owned a Boss 302. "Hey!" the bodyman said, "I think the local Ford dealer, Halifax Ford/Mercury, has one of those in his showroom". I, of course, thought he was operating a couple quarts low, but humored him and said that I would drive over sometime and check it out.

Before we got out of the shop, he just had to show me his pride and joy. It was a "project" car which he picked up in West Virginia and drove to Charlotte, N.C. before the engine quit. It was some sort of American Motors muscle car with a 390 engine, hood scoop, tach, special wheels and red, white, and blue paint job with stripes extending from the front fender to the rear, then and up over the rear decklid spoiler to the other side. It wasn't a Scrambler, nor do I think it was a Matador. It was about 1970 vintage off of a 2-door mid-size notchback model. Any one know what it was?

A few days later I had the opportunity to drive by the dealership which reportedly had this Boss in the window. Much to my surprise, I caught a glimpse of a familiar profile in the front corner of the showroom, resplendent in a color you don't see in new car showrooms now-a-days.

Grabber Blue. I immediately looked for a parking place so that I could get a closer look at what appeared to be a showroom new 1970 Boss 302.

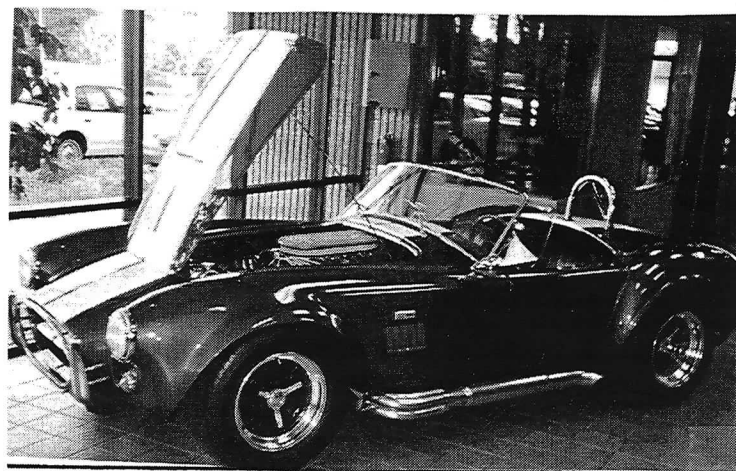
Sure enough, after I entered the showroom and took a quick look at the car, I realized that what we had here was a beautifully restored Boss with drag pack, shaker hood, standard interior with fixed rear seat, Polyglass GT tires, and chrome Magnums. Soon I was approached by a young man who, as it turned out, was the nephew of the dealership's owner. We talked about the car for a few minutes then he said that I might be interested in a car they had on the other side of the showroom. I asked what it was and was told, "a Cobra".

Well, it turned out to be a Cobra replica with a 351 in it, but it was a very well done replica. I don't know which manufacturer it came from, but it really looked good. These cars were for sale and sat right there among the new models on the floor. Actually they were positioned more prominently than the new models. Asking prices were \$25,000 for the Boss and \$35,000 for the Cobra.

Another car which had passed through the dealership this past summer, I was told, was a 1957 T-Bird previously owned by Bert Reynolds.

We plan to return to New Smyrna this May and will definitely include a visit to Halifax Ford/Mercury to see what is "new" in the showroom.

Babe and Stu Cashman



## SAAC CRUISE 95

SAAC Cruise '95 left Miami on Jan. 29, and returned on Feb. 4. During that time we were all treated to a week of cruise ship fun, offshore shopping (sometimes not fun), and seminars with Carroll Shelby, Pete Brock and Zora Duntov. Ellen and I flew out of Louisville on Sat. AM and arrived in Miami around noon, only to find that one of our bags hadn't made it. The ship was scheduled to leave at 4, so we were nervous about the prospects of one of us having to share the other's wardrobe. After 3 hours at the baggage claim area her suitcase finally arrived, and we got to the dock just in time. Delta had admitted that they didn't put her bag on the plane in Louisville in the first place because the plane was overloaded.

There were about 150 SAAC members along, and we were seated at the same tables for dinner. Our table included a couple from Freedom, N.H., a couple from Oklahoma, and the uncle of Carroll Shelby's secretary. The people from Oklahoma have a 65 Mustang with a rotary engine. It was a prototype developed by CurtissWright for a short lived automotive engine venture. Eugene (Shelby's secretary's uncle) isn't a SAAC member himself, but he is always around the offices, and remembers when he was in the aviation business himself back in the 60's. He had a drafting job, and was frequently out at the airport where some hotrodders were often racing up and down the runways trying out their new cars. Guess which airport! Guess which cars!! Also on the cruise were Stu and Babe Cashman, and we enjoyed their company all week.

Another interesting person we met was Yvonne Turner. She came out on the suggestion of Zora Duntov, and

is the wife of Tom Turner, who was a vintage racer before passing away a few months ago. The Turners own six Allards, and donated the J2 prototype to the Corvette museum. She had to spend the week explaining what an Allard is. Another couple we met were Ken and Carolyn (Ken's Cougars), also from Oklahoma.

Sunday was spent at sea, and there were two seminars. In the first one Rick Kopec introduced the guests, and outlined the activities for the week. In the second seminar Pete Brock gave a history of his involvement with Shelby and showed a lot of historic slides from the era. After that we had a little free time, then got in one of the bar areas to watch the Not So Superbowl.

Monday was spent in port at Cozumel, which is Spanish for buy all our stuff in the markets in town. Also it rained in the afternoon, and stayed cloudy through most of the next day.

Tuesday was spent on ship, and we had a seminar on tips and pitfalls in buying and selling collectible cars. This was held by Rick, Vinnie, and the SAAC attorney from California. Moral: buyer beware, and a VIN # and title do not add up to a car! Tuesday afternoon was an autograph session with CS, and it was amazing to see the stuff that people had brought for him to sign. I had him sign my 1992 "Carroll Shelby Signature Edition" calendar. Amazing how much his real autograph looks like the mass produced one!

Wednesday was spent in port at Grand Cayman, and if you weren't in town shopping it was a great day to lay on deck and sun.

Thursday we were in Ocho Rios, Jamaica, which is Jamaican for Hey Mon, buy all the stuff in our shops or we'll pester the crap out of you. We took a tour which consisted of 25 or so people on a yacht riding over to Dunn River Falls, where you can climb up the rocky falls to the top. The tour price

included unlimited rum punch (made with 150+ proof rum) coming and going, followed by a do it yourself stomach pumping. Those who were not so indulgent were able to enjoy the SAAC reception Thursday evening.

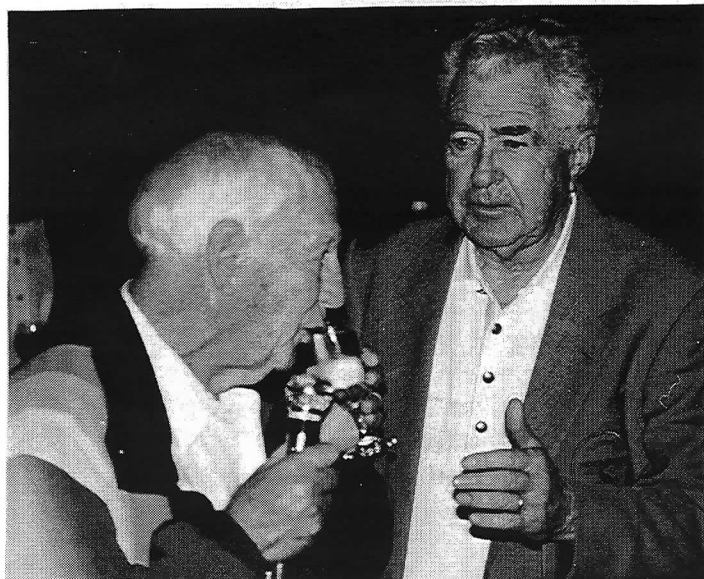
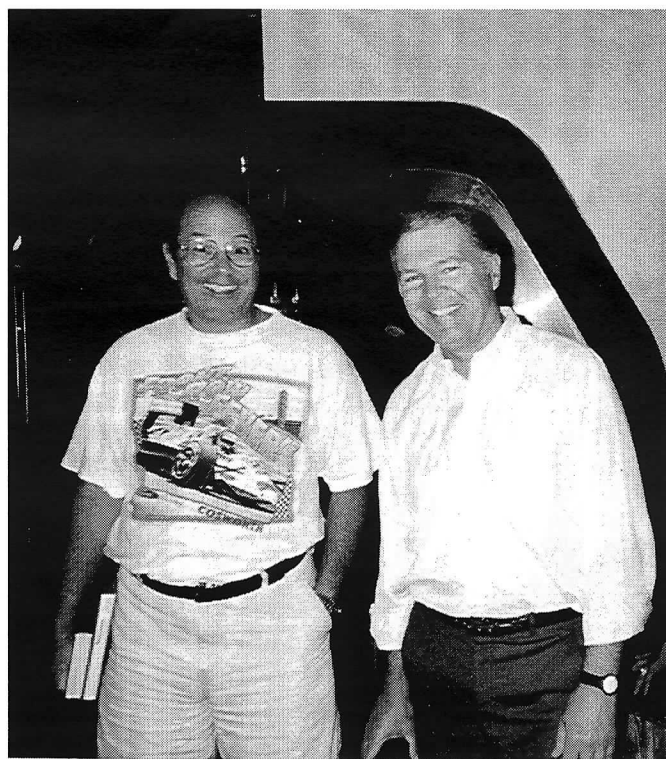
Friday Pete Brock gave a seminar on Aerodynamics and the Automobile, which was a fascinating look at how automobile design has sometimes followed, and more often shunned the principles of aerodynamics. Friday afternoon's seminar was on serial numbers and the Shelby registry. Before and after seminars was time for sun and relaxation on deck.

Saturday AM we were back in Miami, and everyone offloaded for their trips home. We got back to Indiana Sat. PM. Our bags were delivered Sunday afternoon. Thanks Delta.

For us, and Stu and Babe, we can certainly say that we enjoyed our time on the cruise. Next year there may not be one; some people in the club are starting a movement towards having a long weekend at a resort in Florida. Whatever happens, we will try to be there.

In the meantime, we are starting to pack for our move back to Michigan. The last year and 1/2 down here in the south have been nice, but something has been lacking. See you in March.

*Charlie & Ellen Safley*





**SHELBY AMERICAN AUTOMOBILE CLUB  
MOTOR CITY REGION**

**APPLICATION FOR MEMBERSHIP  
Annual Dues \$15.00**

Please type or print clearly:

Name \_\_\_\_\_

Spouse \_\_\_\_\_

Children \_\_\_\_\_  
(to be used in planning social events)

Address \_\_\_\_\_

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

Phone-Home \_\_\_\_\_ Work \_\_\_\_\_

**VEHICLES:**

Type:	Year:	Color:	CONDITION	Restoration	Fair	Good	Show Quality
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

What are your interests:

Autocross \_\_\_ Drags \_\_\_ CarShows \_\_\_ Social Events \_\_\_ Rallies (Non Speed) \_\_\_  
Parts Swap \_\_\_ Tech. Seminars \_\_\_

Other \_\_\_\_\_

Are you willing to help with club activities:

Newsletter \_\_\_ Mailings \_\_\_ Planning & Organizing Events \_\_\_  
Working at Events \_\_\_

Other \_\_\_\_\_

Are there other ways in which you may help the club: Such as parts discounts,  
trophies, making signs, technical assistance, club jackets, etc.

Mail completed application with check or M.O. for \$15.00 to:  
**SHELBY AMERICAN AUTOMOBILE CLUB, Motor City Region**  
35334 Griswald  
Clinton Twp, MI 48035

★ The **ONLY** national enthusiast organization that caters to the cars from Carroll Shelby: Cobra • GT350 • GT500 • Ford GT40... as well as virtually every other Ford powered performance car: Sunbeam Tiger • Mustangs of all descriptions from 1964½ to the present GTs and SVOs • Boss 302 • Boss 351 • Boss 429 • Mangusta • Pantera • Griffith - you name it and if it's powered by a Ford engine and goes like a rocket, you'll probably see one at a SAAC meet!

★ Almost 6000 members. SAAC has members in every state in the United States as well as in Canada, Europe, South America, The Middle East, South Africa, Australia, New Zealand, Southeast Asia and Japan.

★ A professional magazine that has been acknowledged as the finest club publication in the country; each issue contains articles covering a wide variety of subjects:

- technical how-to articles
- new products
- historical articles
- interviews
- regional events reports
- vintage race reports
- literature, models, collectibles
- over 100 photos in each issue

★ Advertising supplements sent First Class every other month

- hundreds of classified ads
- free to members; no word limit
- national calendar of events
- stolen car hotline
- late-breaking news

★ An action-packed Annual National Convention every summer, rotating around the US. You've probably heard about these: 1000+ cars and more than three thousand people at a first class hotel for three days and nights.

- popular vote car show
- judges concours
- high speed event
- parts swap
- guest speakers
- evening programs
- vintage race films

★ Organized and active regions across the country

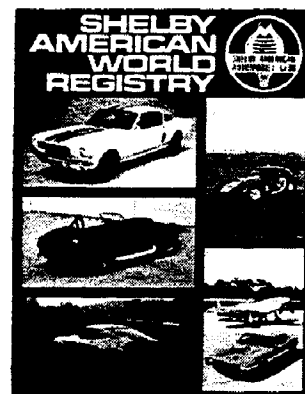
- Events tuned to the desired of local members
- car shows, parts swaps, autocrosses, picnics, socials



After receipt of your dues you will receive your SAAC New Member Packet which contains the latest issue of 'The **SHELBY AMERICAN**', the latest bi-monthly advertising supplement and an assortment of club paraphernalia and information. As a club member, you will receive all club magazines and newsletters printed in the following 12 months.



**EST. 1975**



The latest edition of **SHELBY AMERICAN WORLD REGISTRY** was printed in early 1988. It is the most complete and detailed publication of its kind, 594 pages in hardcover with 350 photos as well as the serial number of every car Shelby built: Cobras, GT40s, GT350s, GT500s, King Cobras, Trans-Am notchbacks and more. Individual chapters detail special racing models and there are owners names and histories for every car we have been able to track down. This book is a 'must-have' for every owner or would-be owner.

## OWNERSHIP NOT ESSENTIAL ■ ENTHUSIASM IS

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY-STATE-ZIP \_\_\_\_\_

TYPE OF CAR CURRENTLY OWNED \_\_\_\_\_

SERIAL # (if Cobra or Shelby) \_\_\_\_\_

☐ \$36.50 SAAC Membership

☐ \$8.50 — just send me The **SHELBY AMERICAN** and the latest bulletin

☐ \$63.00 **SHELBY AMERICAN WORLD REGISTRY** (price includes postage)

☐ CHECK ENCLOSED

(please make payable to "SAAC")

CIRCLE ONE: VISA MASTERCARD

CARD # \_\_\_\_\_

EXPIRES \_\_\_\_\_

NAME AS IT APPEARS ON CREDIT CARD: \_\_\_\_\_

SIGNATURE \_\_\_\_\_

**SAAC**  
**PO BOX 788**  
**SHARON, CT 06069**

WHEELS OF FREEDOM ANTIQUE CAR SHOW  
SUNDAY, JUNE 18, 1995

- 1) NAME: \_\_\_\_\_ 2) ADDRESS: \_\_\_\_\_
- 3) PHONE # BUS. \_\_\_\_\_  
HOME \_\_\_\_\_
- 4) CAR MAKE: \_\_\_\_\_ YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ ORIG \_\_\_\_\_ REPLICIA \_\_\_\_\_  
(please include a photograph of car if possible, to keep for  
our files, 4" x 6" colour, or indicate here if we already  
have one on file) ☐
- 5) LICENSE PLATE #: \_\_\_\_\_
- 6) WILL YOUR CAR BE COMING ON A TRAILER? YES \_\_\_\_\_ NO \_\_\_\_\_  
(no trailer parking facilities in park)
- 7) WILL YOU BE WEARING PERIOD COSTUME? YES \_\_\_\_\_ NO \_\_\_\_\_  
WHAT ERA: 1900 - 1929 \_\_\_\_\_  
1930 - 1949 \_\_\_\_\_  
1950 - 1959 \_\_\_\_\_  
1960 - 1979 \_\_\_\_\_
- 8) HAVE YOU PREVIOUSLY PARTICIPATED IN WHEELS OF FREEDOM?  
YES \_\_\_\_\_ NO \_\_\_\_\_ NUMBER OF YEARS \_\_\_\_\_
- 9) LAST CAR SHOW ENTERED \_\_\_\_\_ DATE \_\_\_\_\_  
LOCATION \_\_\_\_\_
- 10) ARE YOU PRESENTLY A MEMBER OF A CAR CLUB? YES \_\_\_\_\_ NO \_\_\_\_\_  
NAME OF CLUB \_\_\_\_\_  
CLUB ADDRESS \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
- 12) NAME OF INSURANCE CO: \_\_\_\_\_
- 13) POLICY NO: \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

I ACCEPT AND ASSUME FULL LIABILITY FOR ANY INJURY OR LOSS TO ME OR MY PROPERTY, AGENTS OF EMPLOYEES AT ANY TIME, AND FROM ANY CAUSE ON THE PREMISES OF THE SHOW. I EXPRESSLY RELEASE THE INTERNATIONAL FREEDOM FESTIVAL AND/OR CITY OF WINDSOR FROM ANY LIABILITY FOR SUCH LOSS OR INJURY, AND AGREE TO PROVIDE AND PAY FOR MY OWN INSURANCE.

SIGNATURE \_\_\_\_\_ DATED \_\_\_\_\_

REGISTRATION DEADLINE: APRIL 14, 1995

NON-REFUNDABLE ENTRY FEE \$15.00. Make cheque payable to "INTERNATIONAL FREEDOM FESTIVAL". Mail with payment to address below.

## International Freedom Festival Windsor-Detroit

301-174 Pitt St. W., P.O. Box 331, Station 'A', Windsor, Ontario, N9A 6L7 Phone (519) 252-7264 Fax (519) 252-2668



# 18th Indiana Shelby Spring Fling . . . May 19-21, 1995

Nashville, Indiana

Brown County State Park

30  
Years

Hosted by Indiana SAAC

Cooperating Regions of SAAC: Illinois, Kentucky, Michigan,  
Missouri, Ohio, Tennessee, Wisconsin and Midwest Region, Tigers East/Alpines East

Name tags: Adults \_\_\_\_\_  
Children \_\_\_\_\_  
Car (Year/Model) \_\_\_\_\_  
Color \_\_\_\_\_ Conv? \_\_\_\_\_  
Bringing it? \_\_\_\_\_ Concours? \_\_\_\_\_ Popular Vote? \_\_\_\_\_

## CHECK PREFERRED CLASS ON REVERSE SIDE

### ☐ MEET REGISTRATION: \$24 per couple/car (\$20/in SAAC membership)

*Includes Registration Packet with Dash Plaque, Welcoming  
Bash, Friday Door Prize Tickets, Saturday Car Shows  
Car Show ballots, Saturday Picnic (Charcoal Hot Dogs,  
Indiana SAAC Chili, Soft Drinks), Evening Program,  
Saturday Door Prize Tickets, Sunday Road Tour Spectator*

IN SAAC Membs @ \$20 \_\_\_\_\_  
Non Members @ \$24 \_\_\_\_\_  
Extra Adults @ \$9 \_\_\_\_\_  
Extra Car @ \$9 \_\_\_\_\_  
Children 5-13 @ \$6 \_\_\_\_\_  
Children 2-5 @ \$3 \_\_\_\_\_

### ☐ LODGE/CABIN RESERVATIONS: Two-night Stay (Fri/Sat) required at Abe Martin Lodge (add 10% tax for total price!)

You MUST indicate one of the following!

- ☐ Smoking ☐ Non-Smoking ☐ As available ☐ Cabins w/1 dbl bed at \$43/night  
☐ Lodge Rooms w/2 dbl beds at \$52/night ☐ Cabins w/1dbl bed & 1 sgl bed at \$45/night  
☐ Family Cabin/sleeps 4 adults/4chdm at \$78/night ☐ Cabins w/2 dbl beds at \$47/night  
One night's lodging per cabin required as a deposit

Registration \$ \_\_\_\_\_

Lodge Deposit \$ \_\_\_\_\_

### ☐ BANQUET: BB Qued Ribs, Fried Chicken, Baked Potatoes/Sour Cream, Seasonal Vegetable, Tossed Salad/Dressings, Beverage, Brown County Fruit Cobbler

\_\_\_\_\_ # Adults at \$14.00 each \_\_\_\_\_ # Children at \$8.00 each (ages 7-11)  
\_\_\_\_\_ # Children at \$6 each (ages 3-6, under 3 free)

Banquet \$ \_\_\_\_\_

### ☐ ROAD TOURING CAR ENTRY FEE:

\_\_\_\_\_ No. of Registrations @ \$6 per CAR. Car you will drive \_\_\_\_\_

Touring \$ \_\_\_\_\_

### ☐ INDIANA SAAC MEMBERSHIP, \$10 per year, \$15 if not a National SAAC Member

Membership \$ \_\_\_\_\_

Submitted by: \_\_\_\_\_

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

Phone \_\_\_\_\_

Make check payable to IN SAAC  
and mail this form to:  
Steve & Joyce Yates, IN SAAC  
Rt. 1, Box 377  
Nashville, In 47448

Enclosed Total \$ \_\_\_\_\_

**Early Registration Deadline April 19**

*We could use a little help on Saturday.  
Please let us know if you'd like to help out, and in what area.*

☐ Judging Class ☐ Parking ☐ Registration ☐ Serving Food ☐ Other \_\_\_\_\_

# Show and Go 20 Car Show Classes

## Class Description

- 001 65/66 Shelby Mustang
- 002 67/68 Shelby GT350
- 003 67/68 Shelby GT500
- 004 68 Shelby Convertibles
- 005 69/70 Shelby
- 006 69/70 Shelby Convertibles
- 007 ALL Cobras
- 008 All Panteras
- 009 All Tigers / Griffiths
- 010 BOSS 302 Mustangs
- 011 BOSS 351 Mustangs
- 012 BOSS 429 Mustangs
- 013 Cougar Eliminators (69,70)
- 014 Vintage Road Race Cars / Oval Racers
- 015 74 - Current Road Race Cars / Oval Race Cars
- 016 Drag Race Cars (NOT Street Legal)
- 017 Pro Street (Street Legal)
- 018 55,56,57 Thunderbirds
- 019 58-current Thunderbirds
- 020 Replica and Kit Cars (All)
- 021 Ford Trucks (all years)
- 022 67/70 Cougars
- 023 67/70 Cougar Convertibles
- 024 71/73 Cougars
- 025 71/73 Cougar Convertibles
- 026 74-Current Cougars
- 027 64/66 Mustang Coupe/Fastback
- 028 64/66 Mustang Convertibles
- 029 67/68 Mustang Coupe/Fastback
- 030 67/68 Mustang Convertibles
- 031 69/70 Mustang Coupe/Fastback
- 032 69/70 Mustang Convertibles

## Class Description

- 033 71/73 Mustang Coupe/Fastback
- 034 71/73 Mustang Convertibles
- 035 74/78 Mustang II
- 036 Pre 79 Mercury Capris
- 037 79/83 Mustang / Capri two door and hatchback
- 038 79/83 Mustang / Capri Convertibles
- 039 84/86 Mustang / Capri two door and hatchback
- 040 84/86 Mustang / Capri Convertibles
- 041 87/89 Mustang two door and hatchback
- 042 87/89 Mustang Convertibles
- 043 90/93 Mustang two door and hatchback
- 044 90/93 Mustang Convertibles
- 045 94 & up Mustang two doors
- 046 94 & up Mustang Convertibles
- 047 McClarens (all years)
- 048 Mustang SVO (all years)
- 049 Pre 47 Fords
- 050 Small Fords / Mercs, Maverick, Pinto, Bobcat, etc ...
- 051 Full Size Fords / Mercs Pre 65, Galaxies, LTDs, etc ...
- 052 Full Size Fords / Mercs 65-Current, LTDs, Galaxies, etc ...
- 053 Fairlanes, Comets, Falcons, Torinos, Talledegas, Cyclones, Montegos, etc ...
- 054 Special Interest Cars
- \*055 Best Ford / Mercury
- \*056 Best Shelby
- \*057 Best Mustang
- \*058 Best Engine
- \*059 Best Paint

**PARTICIPANT REGISTRATION**  
**Shelby American Automobile Club - Motor City Region**  
**SHOW AND GO - 20 June 4, 1995**

Name & Address : \_\_\_\_\_

(Items below are for the  
registrar's use only)

Car #: \_\_\_\_\_

Class #: \_\_\_\_\_

Telephone : ( \_\_\_\_ ) - \_\_\_\_ - \_\_\_\_

Vehicle: \_\_\_\_\_

Year: \_\_\_\_\_ Body Style: \_\_\_\_\_ Color: \_\_\_\_\_

Modified or Original: \_\_\_\_\_

**CAR SHOW - SUNDAY - June 4, 1995**

This event held at Ford World Headquarters North parking lot ( at Michigan Ave. and Southfield Service Drive)

Entry Fee \$10 if pre-registered before May, 31 1995 - \$15 if after. Amount Enclosed: \_\_\_\_\_

SWAP MEET - The swap meet is held in conjunction with the car show on the same site.

Number of swap spaces (20 x 20): \_\_\_\_\_ Amount Enclosed: \_\_\_\_\_  
(Spaces are \$15/space if pre-registered by May 31, 1995, \$20 after)

CAR CORRAL - We have spaces to park the car that you wish to sell. All makes of vehicles welcome.

Number of corral spaces: (\$10/each) \_\_\_\_\_ Amount Enclosed: \_\_\_\_\_

**Please fill out this form completely and mail to:**  
**Shelby American Automobile Club - Motor City Region**  
**30917 Dorais**  
**Livonia, MI 48154**



## Classifieds

### FOR SALE:

2-15"x7" 10 Hole Mustang 4 lug wheels \$50.00 Larry Jacobs (810) 645-6144 days, 681-4574.

### FOR SALE:

Boss 302 Headers low mileage need minor repair make offer. 2.875 8" pig for Mustang \$45. New never used. John Logan (313) 565-8810.

### FOR SALE:

2 sets original Boss 302 Trans-Am rods. Brand new never used. Michael Sedlak (313) 449-2845

### FOR SALE:

1964 260 V8 rebuilt 3 speed trans. \$550.00 3.91 Detroit Locker N-case 9" \$500.00 9" Hsg. Boss Must. 54-1/2" axles. \$200.00 (810) 471-4203.

### WANTED:

65-66 Mustang Fastback clean straight V8 stick. Michael Sedlak (313) 449-2845

### FOR SALE:

[4] American Mags Torq-Thrust D 15x5, 15x6 M/T Indy Profiles almost new \$700.00. 1994 302 engine, needs bores honed, complete \$550.00. [4] original Halibrand magnesium wheels 15x4, 15x9. (810) 471-4203.

### FOR SALE:

Sm. blk. Mustang Lakewood Cl. Housing - New. Machined to be concentric (no offset dowels needed) \$200. One 65 -68 Mustang conv. top frame - XInt - inquire. Tom Greene (313) 420-0398.

### FOR SALE:

1989 Mustang 5.0 LX 5 speed, loaded factory 16" rims \$6750. o.b.o. Bill Davidson (313) 475-8969.

### FOR SALE:

4 lug rear disc kit Motorsport part # M-2300-C fits 79-93 Mustang. Brand new never fitted \$400. firm. Bill Davidson (313) 475-8969.

### WANTED:

2 - 225/50x15 Gatorbacks w/nice tread. 9" traction-lok, 7.75x15 Blue Dot. 6.90x15 Goodyear Sportcar Special. Jeff (810) 855-6096.

### FOR SALE:

71 Mustang Ram air hood and air cleaner assy. \$700. Jim 336-8316.

### WANTED:

Looking for a 68 Mustang hood, preferably with turn signal lamps. Roland Kingsbury (810) 968-8154.

### FOR SALE:

1994 900 Thunder Cat. "The hell w/ the street this SOB kicks ass on the snow!" Hans Gruber 011-952-387651.

### FOR SALE:

Holley 4bl carburetor. Rebuilds \$70-\$90. Rebuilt carbs in stock. Also do Ford carbs and distributor curving. Mike Riemenschneider (313) 459-1348.

### FOR SALE:

Set of 85-89 Mustang GT 15" Tires used with about 45% tread left. Michelin XGT V4. \$100. Mike Riemenschneider (313) 459-1348.

### FOR SALE:

Ford riding mower 30" cut runs good \$150. Mike Riemenschneider (313) 459-1348.

### FOR SALE:

T-5 Hurst shifter 79-93 Mustang \$75.00 Pair of 255x60x15 Sticky Dot Recaps mounted on 15" x 7" 10 hole factory Mustang rims - 4 lug \$150.00 Pair of 15" x 7" 10 hole Mustang rims \$60.00 Larry (810) 647-6144.



# Shelby American Automobile Club Motor City Region

Presents, Rain or Shine

Our Second Annual

# Driver's School

## Monday June 5, 1995

### (THE MONDAY AFTER the CAR SHOW)

An OPEN TRACK EVENT to be held at the

Waterford Hills Road Course in Clarkston, Michigan

**\*\*\* LIMITED TO THE 1st 50 PAID REGISTRATIONS \*\*\***

OPEN TO THE PUBLIC - GATES OPEN AT 8am Track open from 10am to 5pm

FREE GENERAL ADMISSION AND LOTS OF FREE PARKING. ANY MAKE VEHICLES ALLOWED TO RUN ON TRACK  
**YOU MUST RUN MUFFLERS & CONVERTIBLES MUST BE EQUIPPED WITH A ROLLBAR !!!**

**TECH INSPECTION REQUIRED** - 75 dba noise limit. Tech will be open from 8am to 9:30am only.

**SNELL APPROVED** helmets are required: your car must have operational brakes, seat belts and exhaust system.

**Driver's Meeting will begin at 9:15 a.m. the day of the event - All entrants MUST attend**

**\$60** per vehicle for SAAC-MCR members, if you pre-register.

**\$75** for non SAAC-MCR members, if you pre-register.

Your fee will include free membership in SAAC-MCR for the remainder of 1995

The Pre-registration deadline is May 31, 1995. **All vehicles \$90 after 05/31/95**

**Your registration fee includes a luncheon, courtesy of SAAC-MCR**

### MAIL US THIS - PRE-REGISTER AND SAVE MONEY !

**YES** - It's a **60** for the Driver's School open track event

NAME : \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY/STATE/ZIP: \_\_\_\_\_

DRIVING EXPERIENCE LEVEL: \_\_\_\_\_

TYPE OF VEHICLE: \_\_\_\_\_

ENGINE DISPLACEMENT: \_\_\_\_\_ Modified ? Y\_ N\_

You must enclose your payment with your pre-registration.

Check one: \_\_\_\_\_ \$ 60 SAAC-MCR entry fee enclosed

\_\_\_\_\_ \$75 Non SAAC-MCR entry fee enclosed

**Make Checks payable to "SAAC-MCR" - MAIL TO:**

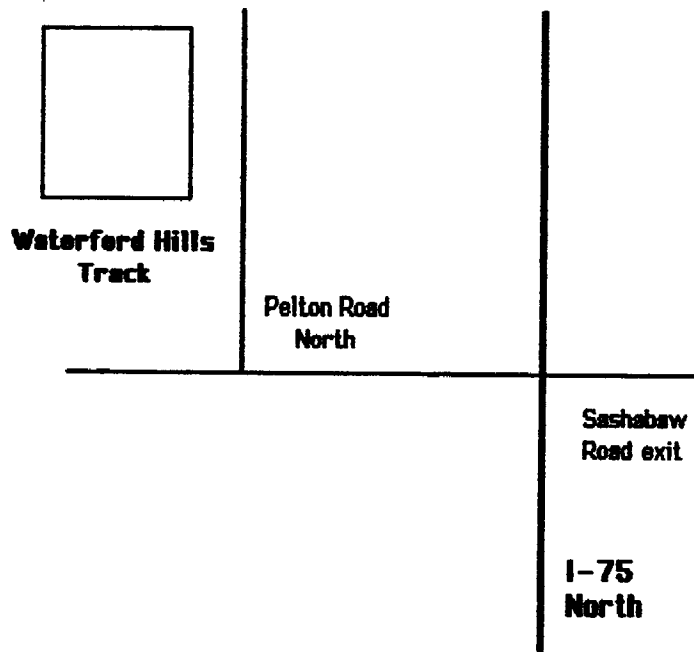
**SAAC-MCR DRIVER'S SCHOOL '95**

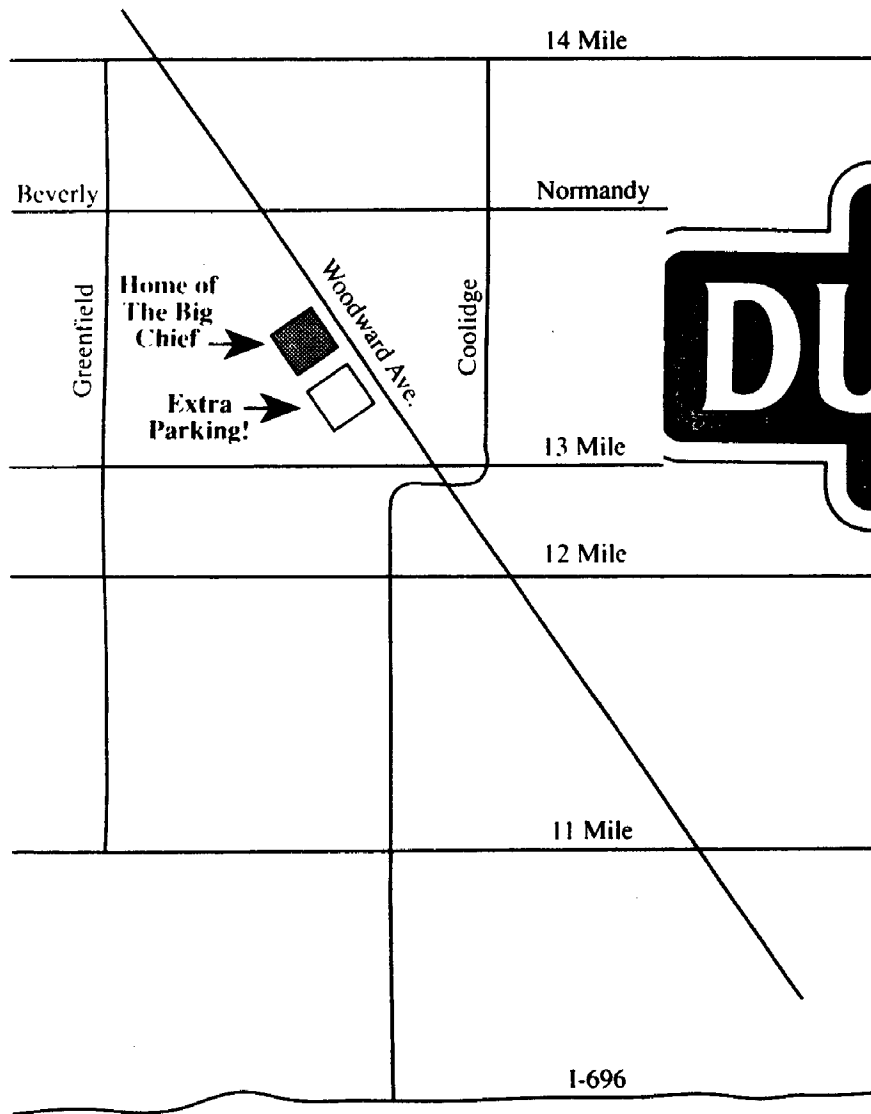
3183 Erie Drive

Orchard Lake, Michigan 48324

**Any questions ? Call Larry at (313) 681-4574**

### Save This - A map to the track !!!!!





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Shelby Life  
50 Glenshire  
Troy, Michigan  
48098

Send to: