

# SHELBY LIFE

SUMMER 1996



UMBRELLA COVERAGE?

**Shelby American Automobile Club  
Motor City Region**

Presents, Rain or Shine  
Our Fifth Annual

# **HARVEST HAPPENING**

**Sunday October 6, 1996**

**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 !!!  
\*\*\* DRIVER'S SCHOOL for all NOVICES \*\*\***

**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.**

**The Pre-registration deadline is Friday, October 4, 1996. All vehicles \$90 after 10/04/96  
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 Harvest Happening 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.**

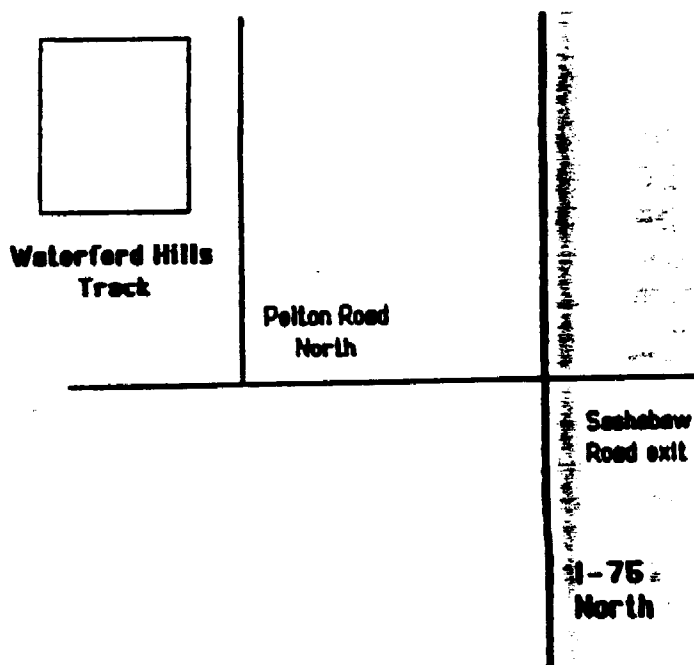
**Check one: \_\_\_\_\_ \$ 60 SAAC-MCR entry fee enclosed  
\_\_\_\_\_ \$75 Non SAAC-MCR entry fee enclosed**

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

**SAAC-MCR HARVEST HAPPENING '96  
3183 Erie Drive  
Orchard Lake, Michigan 48324**

**Any questions ? Call Rodney at (313) 960-3936  
(313) 255-7653**

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



# SHELBY LIFE

OFFICIAL PUBLICATION OF THE MOTOR CITY REGION

<b>INFO NUMBER (313) 980-3936</b>	
<b>Club Officials</b>	
<b>President</b>	<b>Tom Greene (810) 449-7374</b>
<b>Secretary</b>	<b>Rodney Beckwith (313) 255-7653</b>
<b>Treasurer</b>	<b>Carl Galietti (313) 591-3569</b>
<b>Advertising Director</b>	<b>Phil Jacobs (810) 879-8557</b>
<b>Competition Director</b>	<b>Larry Jacobs (810) 681-4574</b>
<b>Membership Director</b>	<b>Rich Tweedle (810) 791-0279</b>
<b>Editor</b>	<b>John Guyer (810) 528-3022</b>

LOOKING for pictures to be used in next year's calendar. If you have a picture that you think would look good on members' walls bring it to a monthly meeting by December 5, 1996 or send it to:

**SHELBY LIFE**  
50 Glenshire  
Troy, MI 48098

## CALENDAR of EVENTS:

SUNDAY, OCTOBER 6, 1996  
HARVEST HAPPENING at WATERFORD HILLS ROAD RACE COURSE. For more info call Rodney at (313) 255-7653.

SUNDAY, OCTOBER 13, 1996  
FALL COLOUR TOUR  
Meet at 11:00 AM at the Rams Horn Restaurant on Rochester Road (exit 67) north of I-75.

**ATTENTION! ATTENTION!**  
**ATTENTION! ATTENTION!**

TOM & PHYLLIS are getting married in December on a cruise to someplace warm. Rumor has it they are not saying where for fear the Shelby Club will show up there. This is probably true, but we can still do something to for them.

At their stage in life they don't need or want anything. This means you should give them things they don't want. Use your imagination!

The November 7, 1996 Monthly Meeting has been unofficially declared The TOM & PHYLLIS WEDDING SHOWER THAT THEY WILL NEVER FORGET!

THIS IS A SURPRISE Don't tell.

We are always looking for articles and photos for the newsletter. If you have done or seen something interesting or have information on an upcoming or past event let us know.

Please send any articles or photos to:

**SHELBY LIFE**  
50 Glenshire  
Troy, MI 48098-5539

## LOCATION FOR OUR MONTHLY MEETINGS

Middle Belt Road ←	Inkster Road →	Telegraph Road →
		I - 96 Xway
Park here	Mama Mia's	Plymouth
		Road

FIRST THURSDAY of EACH MONTH  
SHELBY CLUB MEETING at Mama Mia's 27770 Plymouth Rd. in Livonia, MI. We will be using the banquet rooms on the left (west) side of the building. Dinner at 7:00 PM. Meeting at 8:00 PM.

# THE SHELBY AMERICAN AUTOMOBILE CLUB IS:

★ 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

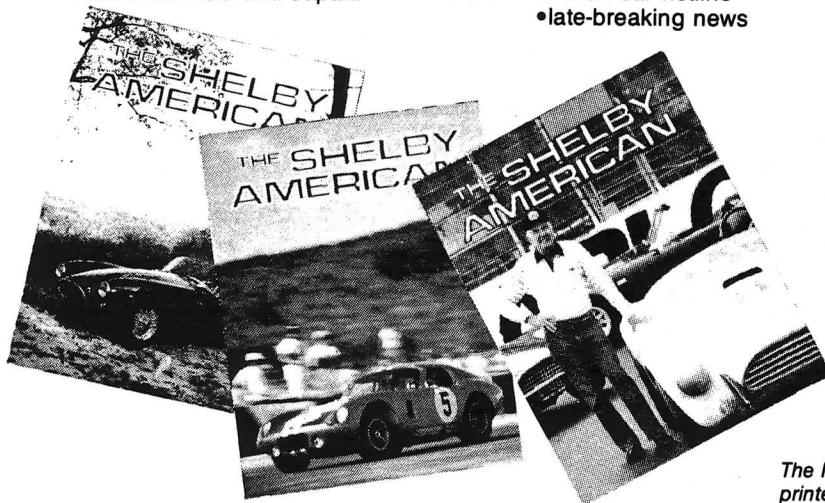
- hundreds of classified ads
- free to members; no word limit
- national calendar of events
- stolen car hotline
- late-breaking news

★ 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

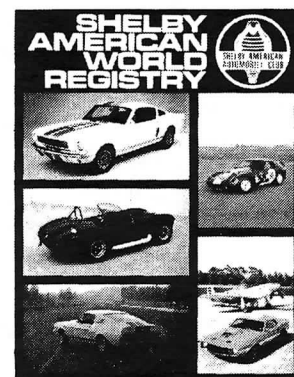
- Events tuned to the desired of local members
- car shows, parts swaps, autocrosses, picnics, socials



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

☐ <sup>103.00</sup> ~~63.00~~ SHELBY AMERICAN WORLD REGISTRY (price includes postage)

☐ CHECK ENCLOSED

(please make payable to "SAAC")

CIRCLE ONE: VISA MASTERCARD

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

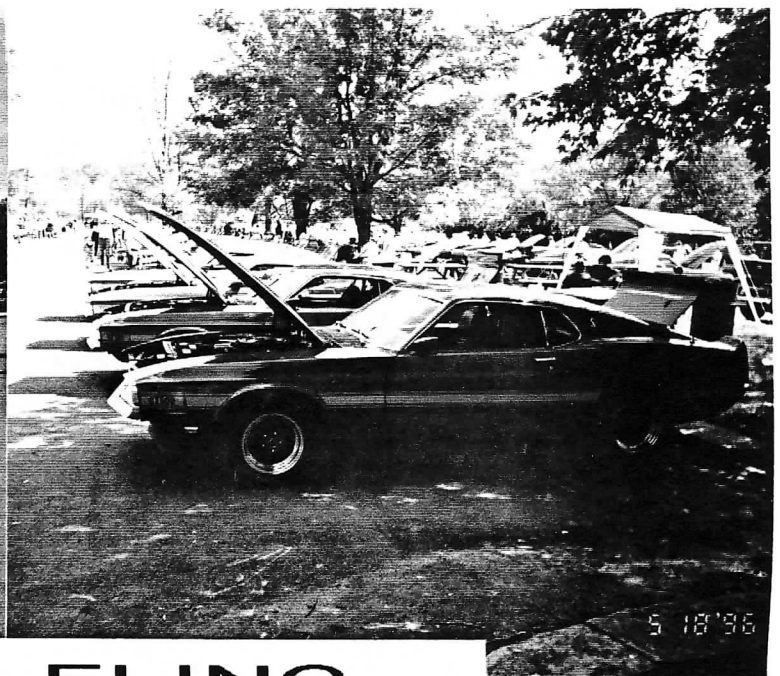
EXPIRES \_\_\_\_\_

NAME AS IT APPEARS ON CREDIT CARD:

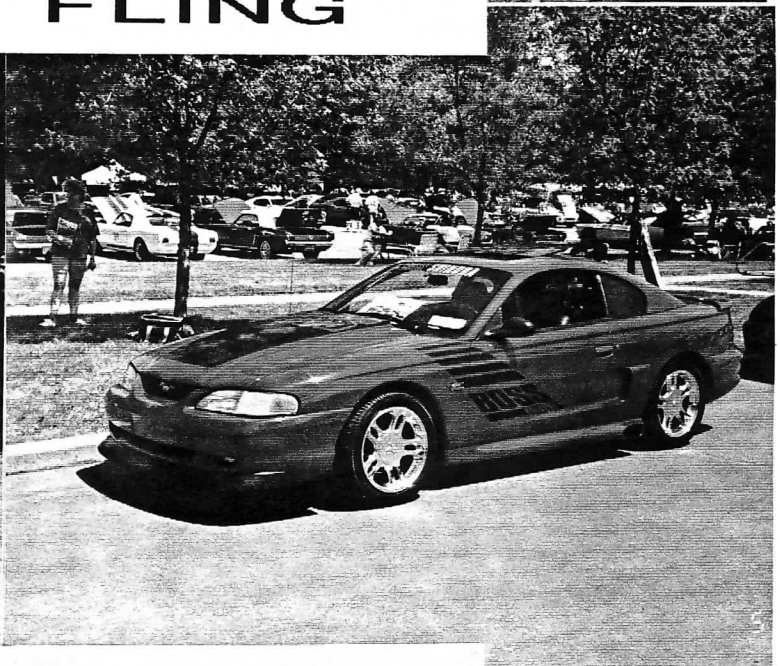
SIGNATURE \_\_\_\_\_

SAAC  
PO BOX 788  
SHARON, CT 06069



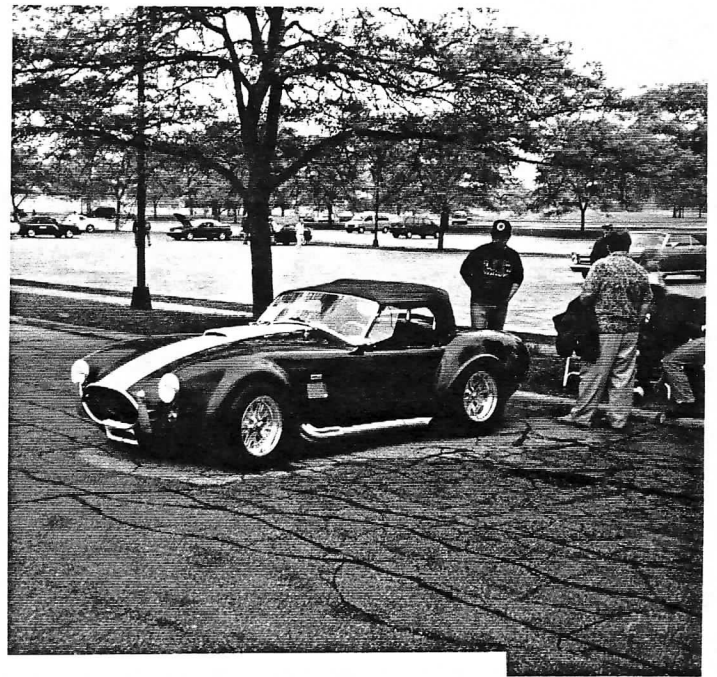
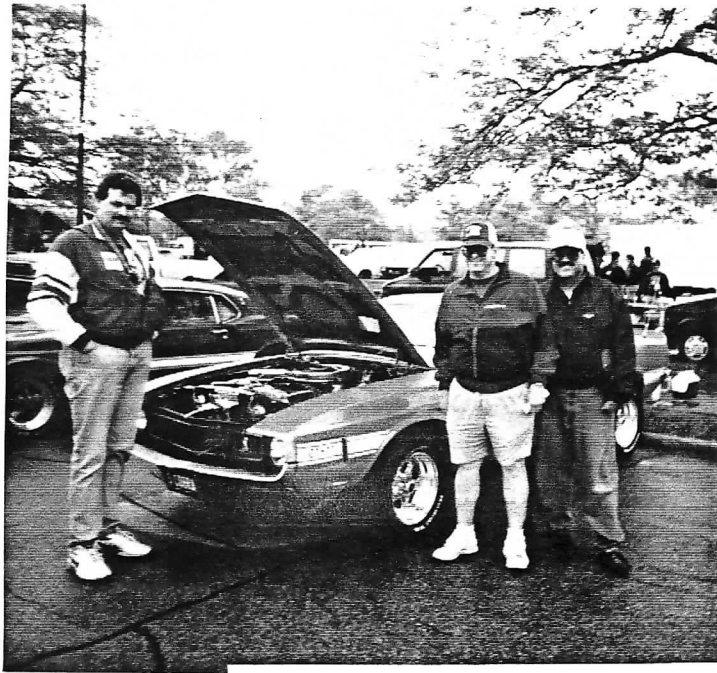


## SPRING FLING



## NASHVILLE, IN





## SHOW & GO 21

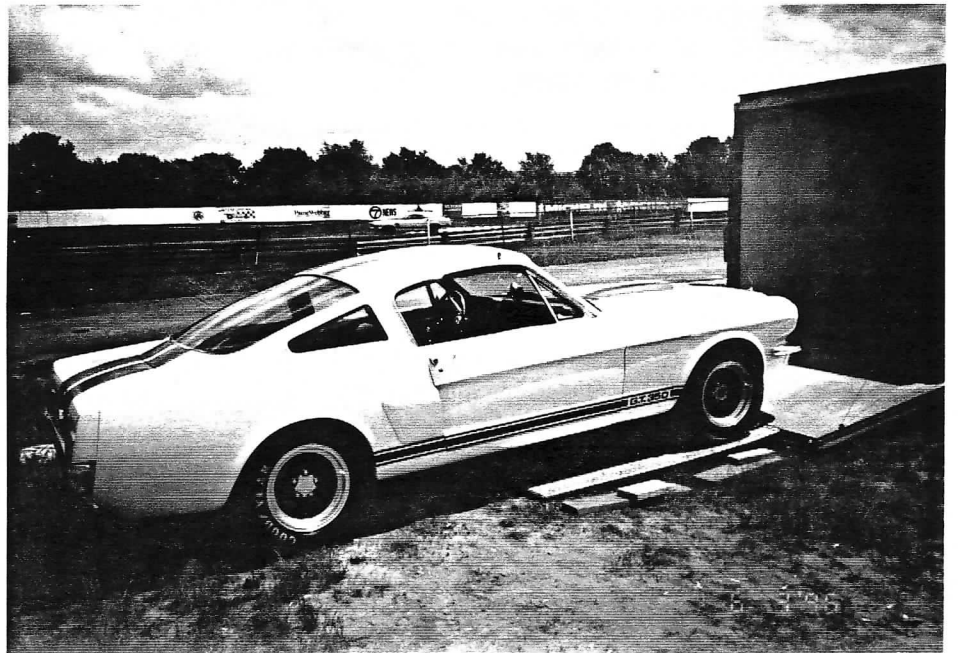
RAIN







OR SHINE



# Cobra...the Living Legend

by Dean V. Ricci

In the late 40's, the term "Sports Car" was something reserved really to Automobile Manufacturers outside of the United States, primarily the British manufacturers. Their idea of a two seater "Personal Car" hadn't quite caught on in America at all. Their motorsports events of the time, such as the road racing series known today as Formula One and of course the 24 hours of Le Mans in France were events limited to participation by and for the European population. Here in America, the Post World War era saw the mass production of vehicles geared towards the returning GIs and their families. Other than efforts at Indy, Auto Manufacturers had no interest or need to provide cars of a more Sporty nature until much later in the game.

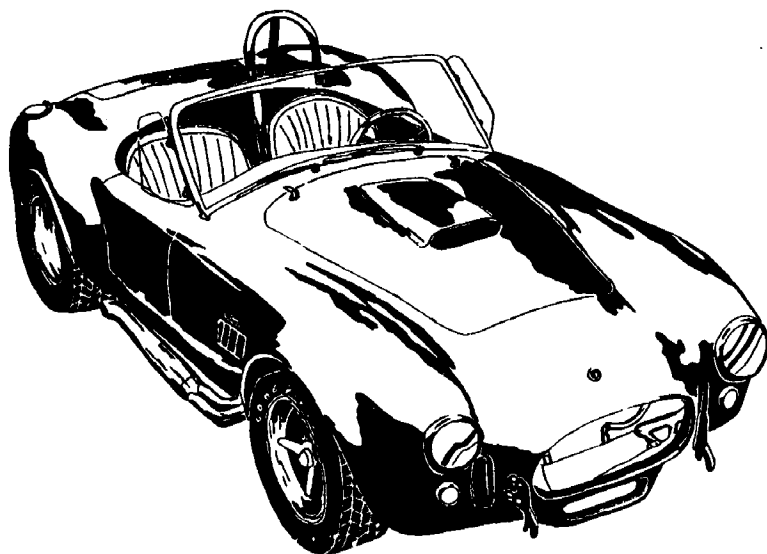
However, here in America auto racing was something that had really begun to blossom. Along about this time some Fifty years ago, a fledgling organization was created known as the Sports Car Club of America. It was created to provide an organized body to regulate sports car racing in the United States, just as the F.I.A. was created as the governing body in Europe. The SCCA in years to come would benefit greatly in exposure and popularity due to the efforts of a tall lanky fellow from the State of Texas, named Carroll Shelby.

Carroll Shelby was one of the early auto racing pioneers. He competed in many Sports Car racing events in various makes of European sports racing cars. Carroll won many of these races and eventually caught the eye of European "works" teams that were in the States, seeking skilled drivers to compete in their cars in Europe. Carroll Shelby drove for several teams in Europe, two of which were Maseratti and MG. Carroll attempted a works ride with Ferarri that never came to fruition. This incident between Enzo and himself fueled a rivalry that would grow ever fierce in the years ahead. Carroll's winning ways and his trademark driving suit of blue and white striped Bib Overalls and a matching locomotive engineers cap made him quite the character in the racing scene.

Carroll Shelby's racing career however had to come to an untimely halt. Unfortunately Carroll was born with a defect in his heart. His heart condition was taking a noticable toll on him and he eventually took the advice of doctors and retired from motor racing.

In returning to America, back to his home state of Texas, he had to find a new career for himself, so he purchased land and began Chicken Ranching.

This was a profession he knew alot about, having grown up in Texas farm country, but it was not a long lived career for Carroll. His entire Chicken Ranching business was wiped out when the chickens fell prey to a disease known as limber-neck.



With his brief foray into farming ending in disaster, Carroll came up with a plan to get back into the car business which he really loved. He knew that he couldn't return to racing as a driver, but he had an idea to build his own car. This car was to have what Carroll thought to be the best of both worlds, a British Sports car with an American made engine.

Carroll sought out this dream by looking up his old racing contacts over in England. The company that he eventually struck a deal with was A.C. Cars limited. This manufacturer had a rather large contract with the English Government to build transport vehicles for the disabled. In addition to that, they were already in production with a car known as the A.C. Bristol. It was the two seater, long hood - short deck sports car that Carroll had in mind all along. Next was to find the right power plant.

Oddly enough, Carroll, impressed with the Chevrolet Corvette, originally approached Chevrolet with the idea of an American engined British sports car. Carroll even had the father of the Corvette, Zora Arkus-Duntov on his side. But in the end of the negotiations, Chevrolet decided that Corvette was king and it didn't need to build a second one with someone else's body. This of course was a decision that would ultimately ruin the ability for the Corvette to gain any kind of prominence in Sports Car racing in this country.

Having failed with Chevrolet, he turned to the Ford Motor Company in Dearborn, Michigan. There he was introduced to a new marketing wizard by the name of Lee Iaccoca. Lee was soon to be known in the automotive world as the father of the soon to be introduced Ford Mustang. This car, the Mustang would also benefit from Carroll Shelby in its near future, but that's a story in itself!

CONTINUED >>>>



## Cobra..the Living Legend (continued)

After listening to Carroll Shelby's sales pitch about building this British American car, Iacocca's final reaction to Shelby's persona was to open the door to his office and shout out to his co-workers; "Somebody give this guy a check for \$25,000 before he bites somebody !" And with that, the legend was born.

Carroll Shelby's company "Shelby American" was soon formed and took up residence in Venice, California. Carroll chose Venice over his Texas home because he wanted to get the California Hot Rodders together with California Road Racers. The company took delivery of the first A.C. Bristol car that would be extensively modified to accept the new Ford 260 c.i.d. V8 powerplant. Now enters Pete Brock, chief designer for Shelby American. Pete came from a designing background for the General Motors Corporation, and used the skills he learned there, particularly the clay modeling techniques prior to initial prototyping. Once the actual car was created, it was given the name the "AC - Cobra", a name obviously inspired from Carroll's Texas roots. Now that the car was together, they had to shake it down to see how it would perform. Thus begins the legend of Ken Miles. Miles, a British expatriate would come to be the single most significant piece of the Cobra engineering puzzle. His driving skills were impeccable and his engineering training made it easy to translate the feel of the car into how the suspension and powertrain should work.

With the first car completed, it was introduced to the press and eventually it was introduced to American Road Racing. The early Cobras earned success at many SCCA events in the Southwestern United States. Word soon spread of the speed of the little British American car and the car was beginning to be campaigned by independant racers as well as the Shelby American team.

Beginning in 1964, Shelby American produced Cobra Race cars built to F.I.A. (the Federation International du Automobile) specifications in order to compete in the World Championship. Not only did the Cobras compete, they dominated just about every race they competed in (with Chevrolet's Corvette showing up quite often in the Cobra's rear view mirror). In addition to the open roadster Cobra, Pete Brock designed an enclosed cam-back version of the car known as the Cobra Daytona Coupe. This car was so named because it made it's debut at the 24 hours of Daytona that year. This car also travelled to Le Mans France for the 24 hours of endurance. The cars of Shelby American raced into the record books capturing the F.I.A. World Sports Car Championship Title in 1965. Shelby American was the first American Manufacturer to hold this title. Today, some 30 years later, no other American Manufacturer to this day has ever duplicated this achievement !

As 1966 came along, Shelby American was more involved with Ford and their racing program than ever before. They had since left their tiny offices in Venice, California and moved out to their new facility at the Los Angeles International Airport.

Beginning in 1965, Shelby American had been commissioned by Ford to take their new Mustang under its wing and make it into a dominant force on the race track. Shelby American delivered the Shelby GT-350 and it captured the B/Production class in the United States Road Racing Championship, sanctioned by the SCCA. Mustangs continued their winning ways by capturing the SCCA Trans-Am titles in both 1966 and 1967.

Shelby American continued to build the Cobra up until 1967. The car set so many records in its brief life that there is little belief a single vehicle will ever make such an impression upon the car enthusiast. Shelby American's Cobra still holds the record for zero to 100 mph performance in just over 4 seconds. In complete race trim, including the big 427 side oiler V8, the Cobra was the most dominant road racing machine of it's day.

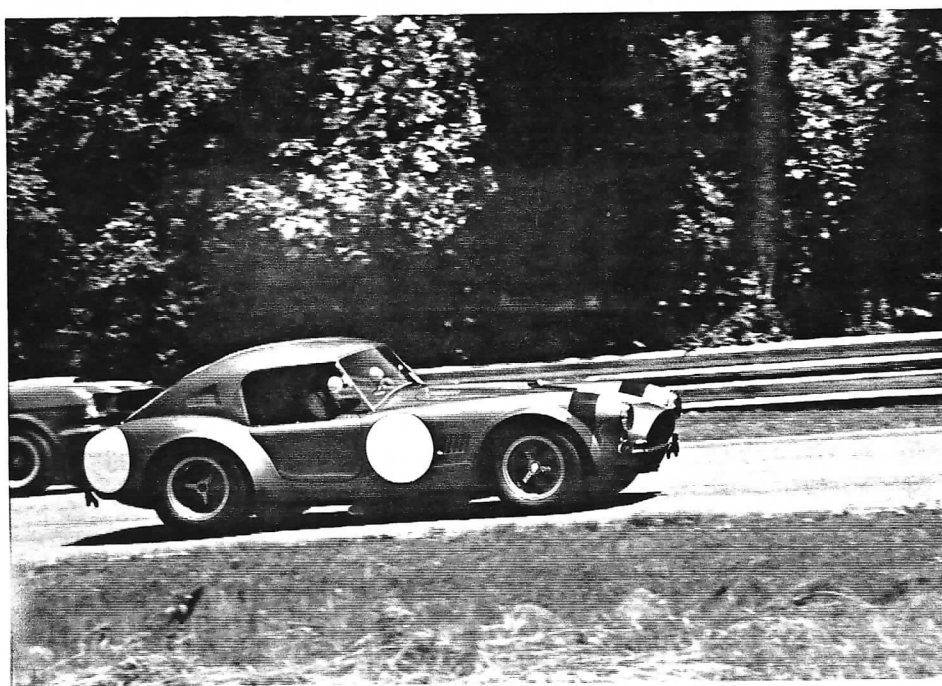
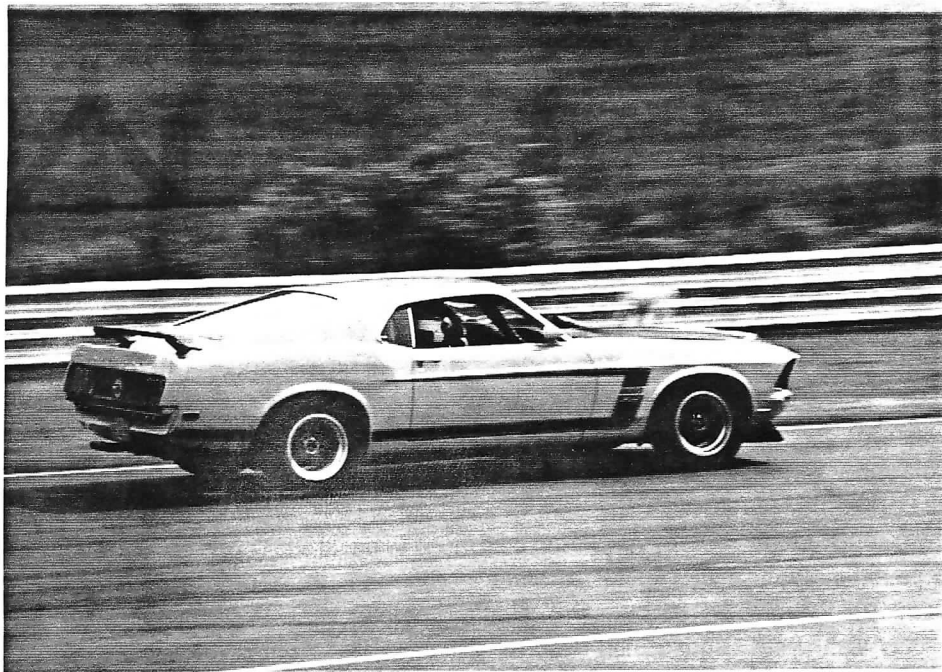
Today, the staying power of the Cobra is unmatched. There has never been a car such as this, that is so well represented today in kit form by many highly skilled crafters. It's no wonder that when Lee Iacocca left Ford Motor Company and settled in at Chrysler, he called upon Carroll Shelby to once again work his magic. This time the body was crafted in America, but the powerplant, this time a V10, was crafted by Chrysler subsidiary Lamborghini in Italy. So today, the Viper from Chrysler is a testament to the efforts of Carroll Shelby some 30 years ago. Quite a testament indeed.

Not one known to rest on his laurels, Carroll Shelby is busy today, bringing yet another true American Sports Car to market. Early sketches of the car show something more representative of today's Viper Coupe, rather than a complete Cobra retro job. Again, no power plant from Ford this time around, but rather the Oldsmobile Aurora V8 engine. This power plant, in Carroll Shelby's own words is; "The only V8 engine being produced that's worth a shit !" Carroll ... ever the diplomat !

With the Cobra being the most reproduced kit car ever, Carroll has also seen an opportunity to get in on the action. Not to be confused with the "continuation" Cobras being built by the modern day Shelby American, the company recently announced their first Cobra Replica. The car can be had directly from Shelby American in whatever state of completeness you desire. Of course, the difference between your average or even above average Cobra reproduction and a reproduction from the old man himself goes without saying.

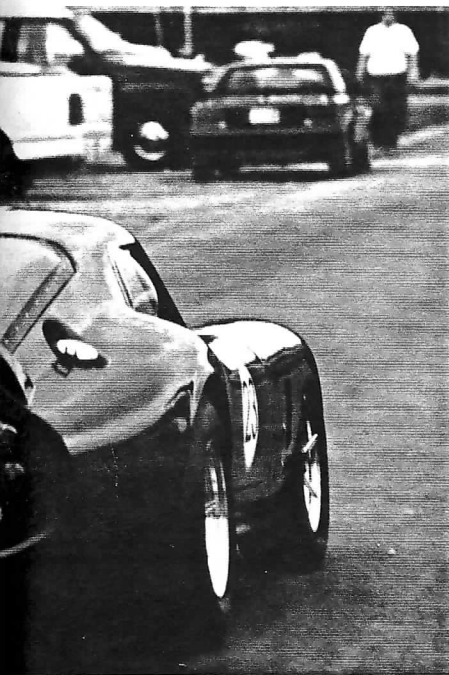
A kit car Cobra from Shelby American ... an alloy body Cobra for under \$70K with Carroll's seal of approval?

I'll bet they outsell the originals !!!

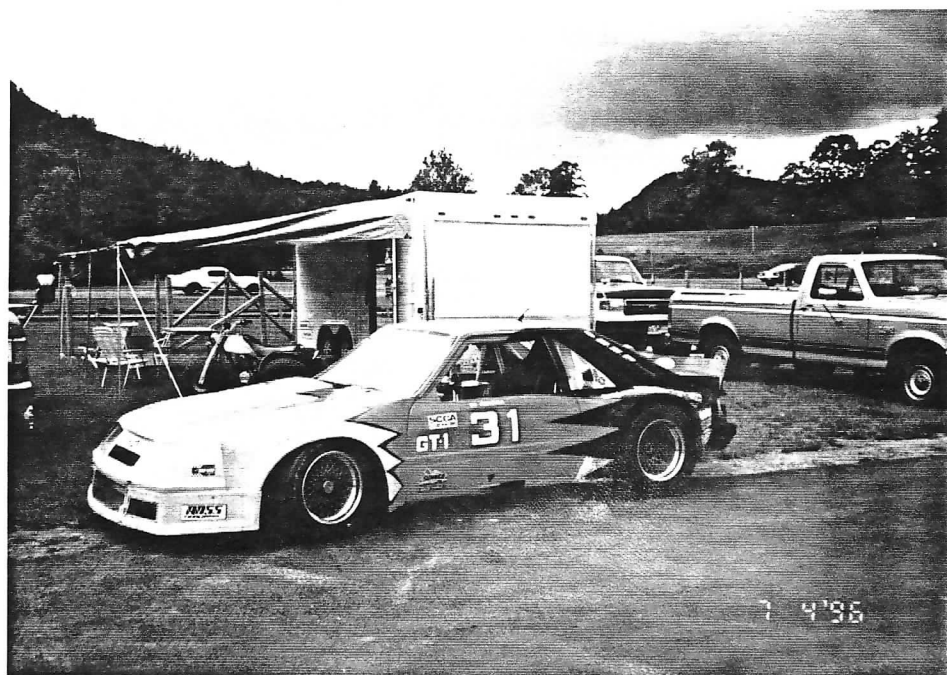


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# MUSTANG MUSEUM, INC.

3/25/96

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STEVE SALEEN

LARRY SHINODA

JIM SMART

KEN EBER

ROBERT DUDGEON

BOARD OF  
DIRECTORS

Dear fellow Mustang and Ford enthusiasts,

Last year a group of dedicated Mustang enthusiasts gathered to discuss the feasibility of a Mustang car museum. Since that time we have met 5 more times in different parts of the country to explore all aspects of the building of such a museum.

While the when-and-where are the first questions everyone asks we were equally concerned with the legal, financial and image aspects. And, most importantly, the ability of this museum to flourish and prosper once it is built.

The first step was to incorporate as a non-profit organization, thus the Mustang Museum, Inc. was created. An executive board and a board of directors were elected. Mr. Bill Dillard heads up Mustang Museum, Inc. as President. Other executive committee members include John Coletti, Vice-President; Jerry Pitt, Secretary and Neil Van Oppre, Treasurer. The 12-member board also includes such distinguished names as Steve Saleen and Larry Shinoda.

One of our first goals was to determine how much demand and support existed for a Mustang Museum. To help gauge that support MMI is offering a full-color, 3-inch window decal to those who wish to declare their allegiance to our effort. For those who have not already seen one of the many published magazine articles a copy is enclosed.

Several Mustang clubs have contacted MMI requesting to sell these fundraising decals through their respective clubs. The board of directors has agreed this would be a good idea. If your club would be interested in selling these window decals please contact Mustang Museum, Inc. through the addresses listed below.

The MMI board also recognizes the critical role all Mustang and Shelby clubs will play in both the development and ongoing success of the museum. We would like to see all the clubs getting involved in some capacity, whether it be selling window decals, helping with fundraisers, setting up meeting sights, getting individuals to volunteer where needed or just spreading the word. We hope that all Mustang and Shelby enthusiasts will get firmly behind this drive to build a national Mustang car museum.

MMI will have a display set up at the Knott's Berry Farm Fabulous Ford Show in California this April. There, we will announce to the national media that the Mustang Museum will become a reality. If you attend this show please look for our display.

P. O. BOX 865 · DEARBORN, MICHIGAN 48120-0865



# MUSTANG MUSEUM, INC.

We also want to keep all the clubs up-to-date with future news and information. So please update us on changes of club address and contact names.

If your club would like to get involved with the Mustang Museum effort we ask that you appoint one person to represent your club and send that persons name, address and phone/fax numbers to Robert Dudgeon, Mustang Museum, Inc. Club Liaison, 339 E. Mohr Lane, Mustang, Oklahoma, 73064 (Phone: 405-376-3115).

Robert can also be reached through the museum's corporate mailing address, Mustang Museum, Inc. P.O. Box 865, Dearborn, Michigan, 48120-0865.

Hope to hear from you soon.

The Board of Directors  
Mustang Museum, Inc.

## How Can I Show My Support For The New Mustang Museum?

The initial planning has begun. With your help its going to happen! Your \$5.00 purchase of the Mustang Museum window sticker will help launch the marketing effort crucial to making this dream a reality. How? By making this small purchase you'll be helping our committee gauge public support for the project, which in turn will help refine its nature and scope. Your name will be added to the Mustang Museum database and you'll receive future updates and important Museum information. Furthermore, by proudly displaying this classic sticker on your pony wherever it goes, other enthusiasts will learn how to join in the effort to establish the National Mustang Museum.

Simply fill out this form and return it to: Mustang Museum, c/o Penpoint, Dept , 1679 Laurel Ridge Lane, Lawrenceville, Georgia 30243. Your decal and introductory letter will arrive within 4-6 weeks.



*Show your support for the  
National Mustang Museum!*

Send your \$5.00 and we'll  
send you our Mustang Museum  
window sticker and an  
introductory Museum letter.

Please make your check or  
money order payable to:

*Mustang Museum Inc.*

*Decal adheres to inside of glass.*

**Yes! I support the National Mustang Museum. Please send me  
the clear window decal and add me to the Museum Database.**

Name \_\_\_\_\_

Address \_\_\_\_\_

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

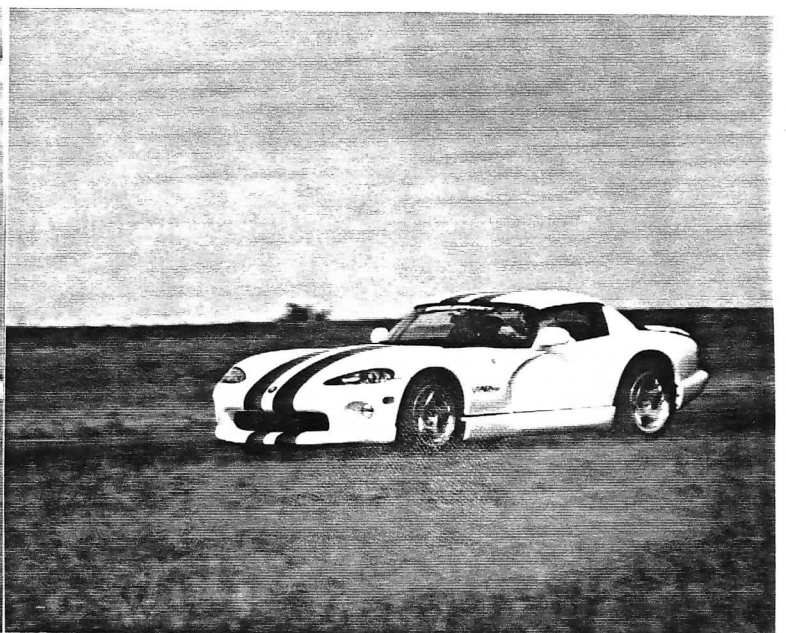
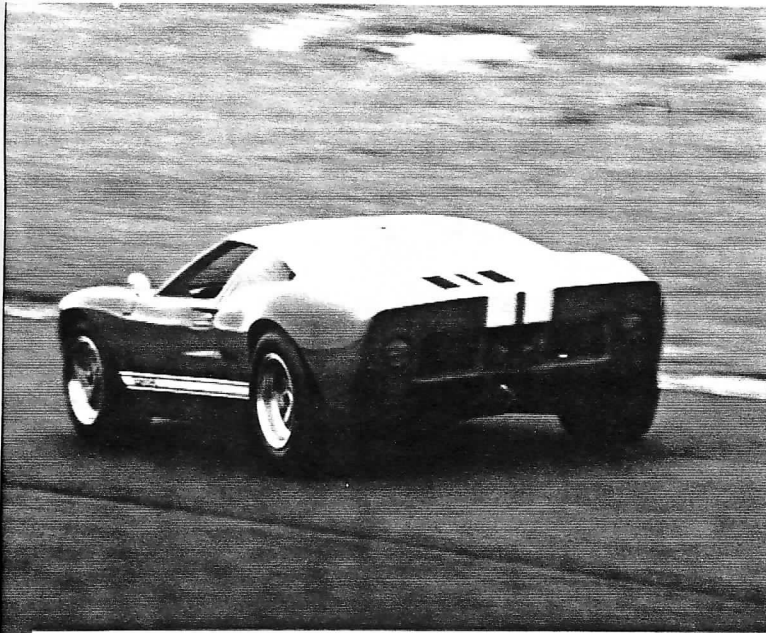


# NATIONAL AUTO 100 PARADE AND BIRTHDAY PARTY MICHIGAN STATE FAIRGROUNDS

SUNDAY, JUNE 23, 1996  
GATES OPEN 12:00 NOON  
BIRTHDAY PARTY FOLLOWS PARADE

ADMIT ONE ADULT \$8.00 **No. 7019**

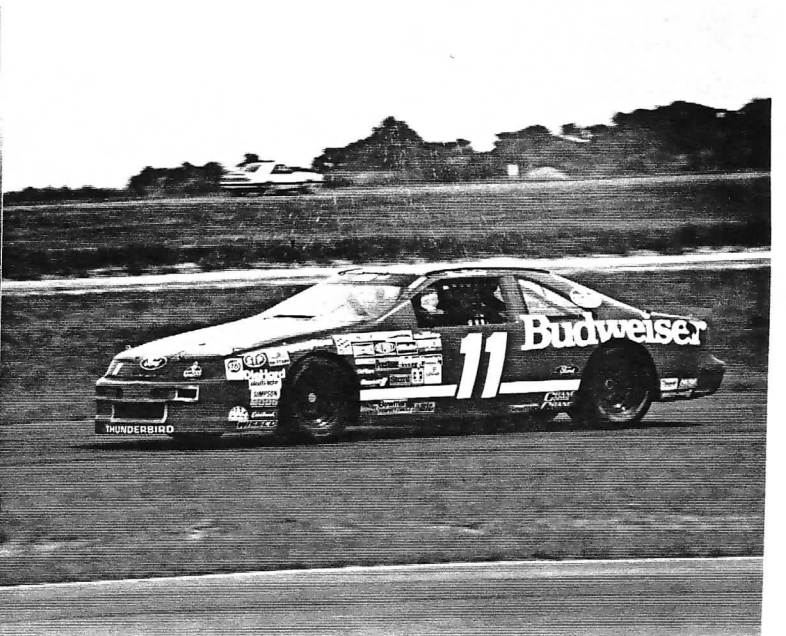




## HOT LAPS AT GINGERMAN



## SOUTH HAVEN, MI





# HE<sup>♥</sup>RT BEAT



The Newsletter for Shelby Heart Fund Supporters & Friends

Summer 1996

Volume 5

Number 3

## CSX 4000

Announcing Shelby Americans' new Shelby cobra CSX 4000 Series component vehicle. This all-new product, with fiberglass body (unless otherwise specified as an extra cost option), is faithful to my original '65 427 S/C Cobra CSX 3000 model in all material respects, and also features improvements for increased durability and ease of maintenance. While there are many imitation Cobras on the road, this is the **authentic item**, the only one that can rightly claim to be a genuine Shelby product. As on my earlier models, this new Shelby Cobra CSX 4000 Series component vehicle carries a CSX chassis number (with production numbers starting with CSX 4011), and will be registered with Shelby American for your protection should you ever decide to sell your vehicle. The CSX number ensures that you are the owner of an authentic Shelby Cobra CSX 4000, a vehicle that, when completed, is worthy to join the ranks of other legendary Shelby Cobras and will hold its value as a collector car for years to come. This CSX chassis number will also be submitted to the Shelby American automobile Club (SAAC) to identify your vehicle at meets and similar events as an original Carroll Shelby vehicle. No other product of this type on the market today can claim to the heritage of Carroll Shelby -- there are plenty of imitators, but the Shelby Cobra CSX 4000 is the only product I've authorized in this market.

Available from Shelby American in various stages of assembly, the Shelby Cobra CSX 4000 component vehicle offers all the awesome performance capabilities and handling of my earlier models, but with engineering refinements such as increased wall thickness in the frame rails for greater rigidity, and stronger chrome-moly control arms in the fully-independent suspension. Additional heat shielding between the engine compartment and the cockpit improves driver and passenger comfort. Also, the standard body is made of hand-laid, gel-coated fiberglass that can be painted to your exact specifications.

Above all, Shelby American & I have gone to great lengths to preserve the exhilarating spirit of the original '65 Cobra. I have stood by for 20 years watching others made knock-offs. Would people rather have one of my CSX 4000's from Shelby American or one of those bootleg deals?

I appreciate the opportunity to offer this very exciting and historical product to you and look forward to your order.

Best regards,

Carroll Shelby



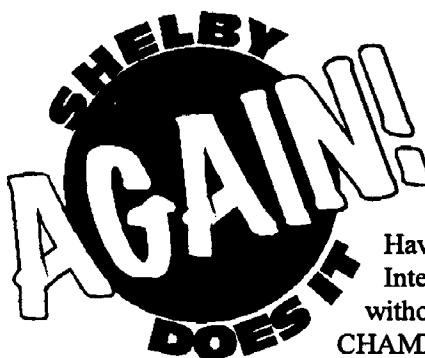


# SHELBY HEART FUND

## SUGGESTED DONATION FORM

Description	Qty.	Each	Total
Cobra Commemorative envelopes with July 4, 1995 U.S.P.S. cancellation		10.00	
Shelby Heart Fund Key Chain		10.00	
Shelby Heart Fund Bumper Sticker "Don't take your organs to Heaven, Be a donor!"		5.00	
Shelby Heart Fund Window Sticker - Shelby Heart Fund Logo		3.00	
SAAC (Hollywood Movie) Posters - set of four		50.00	
Autographed photo #1 (CS with red 427 Cobra)		30.00	
Autographed photo #2 (CS with red Viper)		30.00	
Autographed photo #4 (CS with black 427 Cobra)		30.00	
Autographed photo #5 (CS with red & white GT350)		30.00	
Shelby World Championship Poster by Bill Neale		60.00	
Shelby Viper Poster by Lee Corsack - CS headshot & the Shelby Viper		40.00	
"Shelby GT 40" by Dave Friedman, hardcover, autographed by Dave & Carroll Shelby		60.00	
"Mustang, The Next Generation" by Bob McClurg, autographed by Bob & Carroll Shelby		50.00	
Carroll Shelby postcards - packet of four photos of photo # 1, 2, 4 & 5		3.00	
Shelby Viper collectible brochure, limited supply only.		5.00	
"Shelby Timeline" - studio photo, CS/GT350 on front, t/l on back		15.00	
Applewood Cards - 24 cards featuring 6 different Shelby related illustrations by Bill Neal		20.00	
Shelby World Champion T-Shirts		16.00	
Shelby World Championship Sweatshirt		35.00	
"Shelby Daytona Coupe" - book by Peter Brock and Dave Friedman (CHS autographed)		150.00	
TOTAL ENCLOSED			

Please make checks payable to the Shelby Heart Fund and allow 3-4 weeks for delivery. The Shelby Heart Fund is a Nonprofit Public Benefit Corporation (Fed. ID #95-434-2625, Carroll Shelby Trustee). The Shelby Heart Fund 19021 S. Figueroa St. Gardena, CA 90248



### ***SHELBY HAS DONE IT AGAIN!***

Carroll Shelby and the International Chili Society have come up with a new Chill Spice that has more horse power than anything Carroll has cooked up in the past. It will be in your super markets after summer as "WORLD'S CHAMPIONSHIP CHILI MIX."

Having now refined the chill mix formula to that of the classic Cobra, Carroll and the International Chili Society have added to the chill team the best CANNED CHILI with or without beans on today's chili circuit. The canned will have painted on the side "WORLD'S CHAMPIONSHIP CHILI," and a 40-oz FROZEN PACK is being produced by Sanderson Farms.

More horse power, faster in the turns, easy to hand the new line of chili created by Carroll Shelby and the International Chili Society is not for everyone. It's only for the person who wants and likes real Texas Chili.

## CLASSIFIEDS

**WANTED:** '68 Shelby GT 350 Convertible with Four Speed. Jerry Kmiec (708) 633-0505.

**WANTED:** Boss 302 block, can be overbored. Mike Sedlak (313) 449-2845.

**FOR SALE:** New 5.0 Roller cam block \$250. Scott Minch (313) 421-6913.

**NEED:** Use of a '65 Mustang for photo session, thanks, Scott Minch (313) 421-6913.

**WANTED:** Boss 302 block, Ford 4spd top loader trans and/or parts. Phil (810) 879-8557.

**FOR SALE:** 94/95 Convertible Mustang body in white, can be used for off road ONLY. Scott Minch (313) 421-6913.

**AVAILABLE:** Winter storager for your car. Safe, secure, dry. \$295 for 6 months. Mike Sedlak (313) 449-2845.

**FOR SALE:** '65 fastback rear window \$450. o.b.o. ask for Ken (313) 522-2703.

**FOR SALE:** Font & rear seats for a 1973 Mustang, white leather with red trim. Door panels for 1973 Mustang white with red trim. Black convertible top for a 1973 Mustang. Four newer tires for 1973 Mustang. All items are in new excellent condition. Best offer, Cheri Johnson (810) 825-5710 (day) or (810) 968-5039 (evening).

**FOR SALE:** Ford and Mercury parts.  
C-6 automatic trans for FE (vgc) \$80.  
Ranger Deluxe Grill (NOS) \$26.  
Four like new 7.50x14 Wide W.S.W. tires and tubes. \$150.  
Four 6.00/6.50x21 Firestone tires and tubes (v.g.) \$160.  
B7A-12106A Ford V8 dist cap (NOS) \$10  
'67 Cougar pwr str pump & brk (gc) \$50.

## FOR SALE: Continued

Pinto Bright wheel opening trim. (gc) \$8.  
'71-74 pair of Pinto front fender trim \$6.  
'66 Galaxie 500 grill (vgc) \$40.  
'59 Ford Del. grill (gc) \$25.  
'66 Galaxie 500 Gas tank (gc) \$50.  
'39 V8 gas tank (oversize NOS) \$125  
'63 Falcon front bumper (gc) \$75.  
'66 Galaxie interior & exterior trim \$100  
'60-'63 Falcon/Comet steering whl \$25.  
'58-'60 T-Bird Exhaust pipes \$65.  
'57 T-Bird 3-spd std tran (like new) \$200  
'68 F-250 radio (working) \$25.  
'51 Mercury Radio with extra tubes \$25.  
'55-'57 T-Bird front shocks \$24.  
Ford tailpipe extensions (V8 NOS) \$6-12.  
Old flathead truck 4-spoke str whl \$25.  
Bill Clawson (517) 546-2714

## FOR SALE: Mustang Parts.

'65 5 bolt alum flywheel housing \$25.  
'68 6 bolt alum flywheel housing \$30.  
'65-'66 frt fndrs (modified no rust) \$160.  
'65-'66 str whl (3, no cracks) each. \$25.  
'70 Boss 302 radiator like new \$150  
'65-'66 3spd man trans (gc) \$150  
289-302 Comp cam & lifters NOS \$150  
Edelbrock timing chain & grs NOS \$100  
'65-'66 inner door pnls (blue NOS) \$20  
'65-'66 Horn Blow assy (NOS) \$48.  
'64.5-'68 headlamp rngs \$2.  
'65-'66 Chrome ins. rear view mirror \$8.  
'65-'66 whl cvr spinner w/ emblem \$20.  
'73 (D3F2-9A626-A) air cleaner horn \$6.  
'65-'66 bucket seat hockey sticks \$5.  
'65-'66 Door edge guards (NOS) \$10.  
'66 Grille "Pony" hgs. (vgc) \$16.  
'66 Glovebox door w/ emblem (gc) \$8.  
'67 complete inst. pnl. w/ gauges \$70.  
'65-'66 pair tail lamp doors (gc) \$13.  
'65-'66 tail lamp lens (gc) \$6.  
'65-'66 door arm rest (black vgc) \$10.  
'65-'66 door arm rest (red vgc) \$6.  
'68 door arm rest (black gc) \$3.  
'65-'68 V8 bare block (std bore gc) \$50.  
12 Volt Generators (gc) \$20.  
'67-69 Pwr brake Booster Assy (gc) \$45.  
'65-'66 flared front brk drum assy \$20.  
Many more parts available.  
Bill Clawson (517) 546-2714.

**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:	Restoration	CONDITION 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



Shelby Life  
50 Glenshire  
Troy, MI 48098

Send To: