

# SHELBY LIFE

WINTER 1996-1997

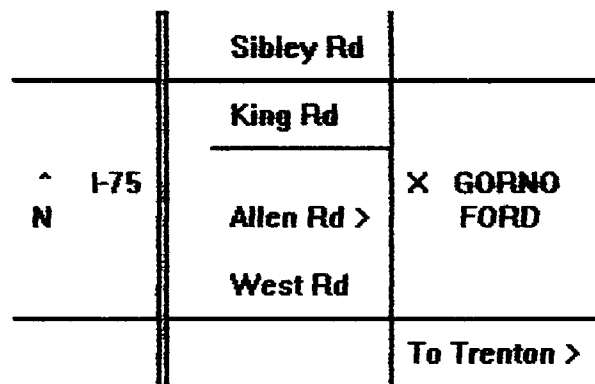


1ST PLACE

TROPHY WINNER

SHOW & GO HOME A WINNER

**15th ANNUAL  
 MID-WINTER  
 INDOOR  
 FORD  
 SWAP MEET  
 SUNDAY, FEBRUARY 23  
 9 AM to 3 PM  
 at GORNO FORD  
 22025 Allen Road  
 in WOODHAVEN, MICHIGAN  
 SWAP MEET HELD SNOW or SHINE  
 Browsers \$2 Vendors \$1**



**Contact:**  
**Kurt Fredrickson (313) 427-2449 or Rod Beckwith (313)255-7653**  
**INFO LINE (313) 980-3936**

# SHELBY LIFE

OFFICIAL PUBLICATION OF THE MOTOR CITY REGION

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MAY 16 - 18, 1997

20th SHELBY SPRING FLING.

*The Steve Yates Central Regional SAAC Event* hosted by Indiana SAAC.. Brown County State Park, Nashville, IN. Friday Welcoming Party, Saturday Picnic, Car Show, Awards Banquet & Program, Sunday Road Touring. Joyce Yates, Indiana SAAC Rep (812) 988-7146.

SUNDAY, JUNE 1, 1997 MOTOR CITY SHOW & GO 22 CAR SHOW at FORD WORLD HEADQUARTERS. For more info call (313) 980-3936.

MONDAY, JUNE 2, 1997 MOTOR CITY SHOW & GO 22 TRACK EVENT at WATERFORD HILLS. For more info call (313) 980-3936.

We are always looking for articles and photos for the newsletter.

Please send any articles or photos to:

*SHELBY LIFE*

50 Glenshire

Troy, MI 48098-5539

## CALENDAR of EVENTS:

### CHRISTMAS PARTY?

SATURDAY FEBRUARY 1, 1997 at the CARAIL. Cost is \$132 per couple. For more information call Randy or Kathy Betki (313) 692-3390.

### SUNDAY, FEBRUARY 23, 1997

15th ANNUAL MID-WINTER INDOOR FORD SWAP MEET at GORNO FORD in WOODHAVEN, MI. For more info call Rodney at (313) 255-7653 or Kurt at (313) 427-2449.

### SATURDAY MARCH 22, 1997 4:00 pm

CHILI CHALLENGE at the home of John C. Goyer and Trish Judson in Troy. South of Long Lake Road just off of Livernois. 50 Glenshire Dr. (810) 528-3022

## 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.

**Third Annual Jack Elder Memorial Car Show September 22, 1996**

<b>Class</b>	<b>Place</b>	<b>Owner</b>	<b>Car</b>
<b>Best of Show</b>		<b>Howard Hemphill</b>	<b>Blue '51 Victoria</b>
<b>Best Mustang</b>		<b>Pat D'anna</b>	<b>White '67 Mustang</b>
<b>Best Late Mustang</b>		<b>Mike Updike</b>	<b>Black '85 GT</b>
<b>Best Shelby</b>		<b>Phil Jacobs</b>	<b>Yellow '68 Team Car</b>
<b>Best Paint</b>		<b>Bill Wells</b>	<b>Black 65 Conv.</b>
<b>Best Engine</b>		<b>Dan Whistler</b>	<b>Red '65 Must. Conv.</b>
<b>'59 &amp; Older Fords</b>	<b>1st</b>	<b>Larry Brown</b>	<b>'36 Ford Coupe</b>
	<b>2nd</b>	<b>Mike Alexander</b>	<b>'59 Ford Galaxie</b>
	<b>3rd (tie)</b>	<b>Jim &amp; Jackie Nadeau</b>	<b>'57 Ford Fairlane</b>
	<b>3rd (tie)</b>	<b>Dick Law</b>	<b>'57 Ford Conv.</b>
<b>'60 &amp; Newer Ford</b>	<b>1st</b>	<b>Don Brewer</b>	<b>White '60 T-Bird</b>
	<b>2nd</b>	<b>Al Marani</b>	<b>White '61 Starliner</b>
	<b>3rd</b>	<b>John Ryan</b>	<b>'63 T-Bird</b>
<b>Must. Cougar HT</b>	<b>1st</b>	<b>Ernie MacEwen</b>	<b>Red '69 Mustang</b>
	<b>2nd</b>	<b>Tom Farnyarz</b>	<b>Bronze '65 Coupe</b>
	<b>3rd</b>	<b>Jeff Finley</b>	<b>Green '70 Cougar</b>
<b>Must. Cougar Conv.</b>	<b>1st</b>	<b>Dan Whistler</b>	<b>Red '65 w/ Webbers</b>
	<b>2nd</b>	<b>Bill Wells</b>	<b>Black '65</b>
	<b>3rd</b>	<b>Bruno Gervasi</b>	<b>Red '65</b>
<b>Late Model Must.</b>	<b>1st</b>	<b>Mike Updike</b>	<b>Black '85 GT</b>
	<b>2nd</b>	<b>Rod Beckwith</b>	<b>White '85 A Sedan</b>
<b>"Foreign" Car</b>	<b>1st</b>	<b>Brian Fedoroff</b>	<b>Red '72 Pantera</b>
	<b>2nd</b>	<b>Ed Joliff</b>	<b>Yellow Pantera</b>
	<b>3rd</b>	<b>John Logan</b>	<b>Red '66 Tiger</b>

## 1996 TRACK EVENT REVIEW

By Larry Jacobs

The 1996 Open Track Season ended on October 6<sup>th</sup> with our last Waterford Open Track Event. This beautiful day was a fitting end to a great season of SAAC-MCR track events. The Club held four track events in '96, three at Waterford Hills Raceway and one at GingerMan. A total of approximately 178 drivers participated. We were blessed with great weather and no track related accidents.

Our track season started with the Third Annual SAAC-MCR Waterford Drivers School. This is the Track portion of the Club's Show & Go event. We had 27 students and 13 volunteer instructors. A special thanks to all of the instructors. It takes a special enthusiast to put themselves at risk in an attempt to help improve their fellow drivers. The biggest risk is that you will be too sick to drive your own car. Tom Green and Mike Sedlack both instructed even though they didn't bring their own cars, true dedication. The weather was a little cool with a heavy rain storm late in the day. Just prior to the rain storm one of the students spun out in turn one. He ended up part way down the hill, almost out of sight. The clouds opened and everyone ran for cover. About five minutes into the storm Rodney Beckwith IV asked "What happened to the car that spun off Turn One". You guessed it, he was still there. Rodney and Joe Dunn, from Ramchargers Waterford Store, got him back on the track.

Our next event was July 14<sup>th</sup>: Hot Laps at GingerMan. This was the first time

we put on a track event away from the comfortable surroundings of Waterford Hills during my tenure as Competition Director. This was a major undertaking for the Club due to the increased cost and the logistics of holding an event on the other side of the state. Dan Schnitta built a great two mile track that is challenging, long enough to let the horsepower rip, and incredibly safe. The safety aspect can't be overlooked, every corner has either runoff area or a sandtrap. Dan should be proud of what he has created. The track is located five miles East of South Haven, which is located on the shore of Lake Michigan. The July 14<sup>th</sup> weekend was perfect with Blue skies and temperatures in the low 80's. A group of fox body Mustang members participated in GingerMan's practice day on Friday and ran over two hundred track miles. Bet you can't guess who was fast on Sunday. Thirty six drivers participated in our event with a large portion of them from the West side of Michigan and the Chicago area. We had an interesting mix of cars ranging from a number of Vipers, a group of SN-95 Mustangs from Classic Designs of Walled Lake, and a late model Thunderbird Nascar replicar. Everyone had two hours of track time available to them.

Our Labor Day Classic was back at Waterford Hills on September 1<sup>st</sup>. Forty three drivers enjoyed a great summer day blasting around Waterford. Rob Eaton continued his improved performance, it seems we are getting a good look at Rob's taillights. Speaking of performance Mike Eckhaus is so smooth in his late model Corvette you don't realize how quick he is until you try to catch him. Rodney Beckwith IV's A/S

Mustang is certainly taking shape and its performance is outstanding. The increased competition is helping to increase the performance level of the entire group.

The season ended with the Harvest Happening on October 6<sup>th</sup>. Once again this was our largest event - 56 entrants. Usually the last event of the season brings multiple off track excursions as everyone tries for personal fastest lap of the season. Perhaps it was the great fall weather but everyone kept it under control. It was great that I didn't have to ask anyone to park their car for the day due to their multiple off track excursions. The vehicle mix was varied with the usual Ford powered entries, a good size group of GM vehicles, and a number European vehicles. It was good to see the Ohio Shelby Club contingent again. Perhaps the most unique car was Mark Stielow's 1967 396 Camaro. When I received this application I laughed to myself thinking of a big block 1<sup>st</sup> generation Camaro trying to negotiate the tight Waterford Course. Needless to say, what a misconception. This car was built for the One Lap of America competition and is probably one of the finest vehicles I've had the chance see. The "Big Block 396" is actually a stroked aluminum small block with canted valve heads. If you get a chance, check this car out. My day ended when one of my pistons decided to check out early, maybe too much boost? Overall one of the best events I've been associated with.

This is the third year we have used the Porsche Club format. We have modified it to make it a little more user friendly. Rob Eaton came up with a great idea for

our last event - A Corner Worker Sign Up Sheet. This allowed the entrants to sign up for the corner of their choice at registration. The Driving Instruction Sheet has evolved to the point where it actually answers most of the questions asked at the Drivers Meeting. Most of the people running and participating in the events know the format and do an excellent job of making the events run smoothly.

The people responsible for putting on the Track Events continues to grow. In no particular order I'd like to thank the following people for making my job enjoyable. Dean Ricci - Dash Plaques & Entry Forms. Rodney Beckwith IV - for fielding the pre-event phone calls (Nancy also sends her thanks) and helping in Tech Inspection. Rodney Beckwith III - for Tech Inspection. Rob Deneweth - Tech Inspection. Rob Eaton - in charge of corner workers. Ken Fedeson - Tech Inspection & Track Walk. John & Trish Guyer - Outstanding Chili and Dogs at the Track. Michael Bachman - Registration. Mike Eckhaus - Pylon Placement & Flag Instructions. Phil Jacobs - Tech Inspection. Mike Kramer - Tech Inspection. Tom Green - Flag Instructions, Track Procurement & Insurance. Carl Galietti - Checks & Refunds. Bob Sandow - Class Room Instruction & Manual. Nancy Jacobs - Computer Help, Answering the Phone & putting up with my addiction. To anyone I've missed I apologize and your work is appreciated.

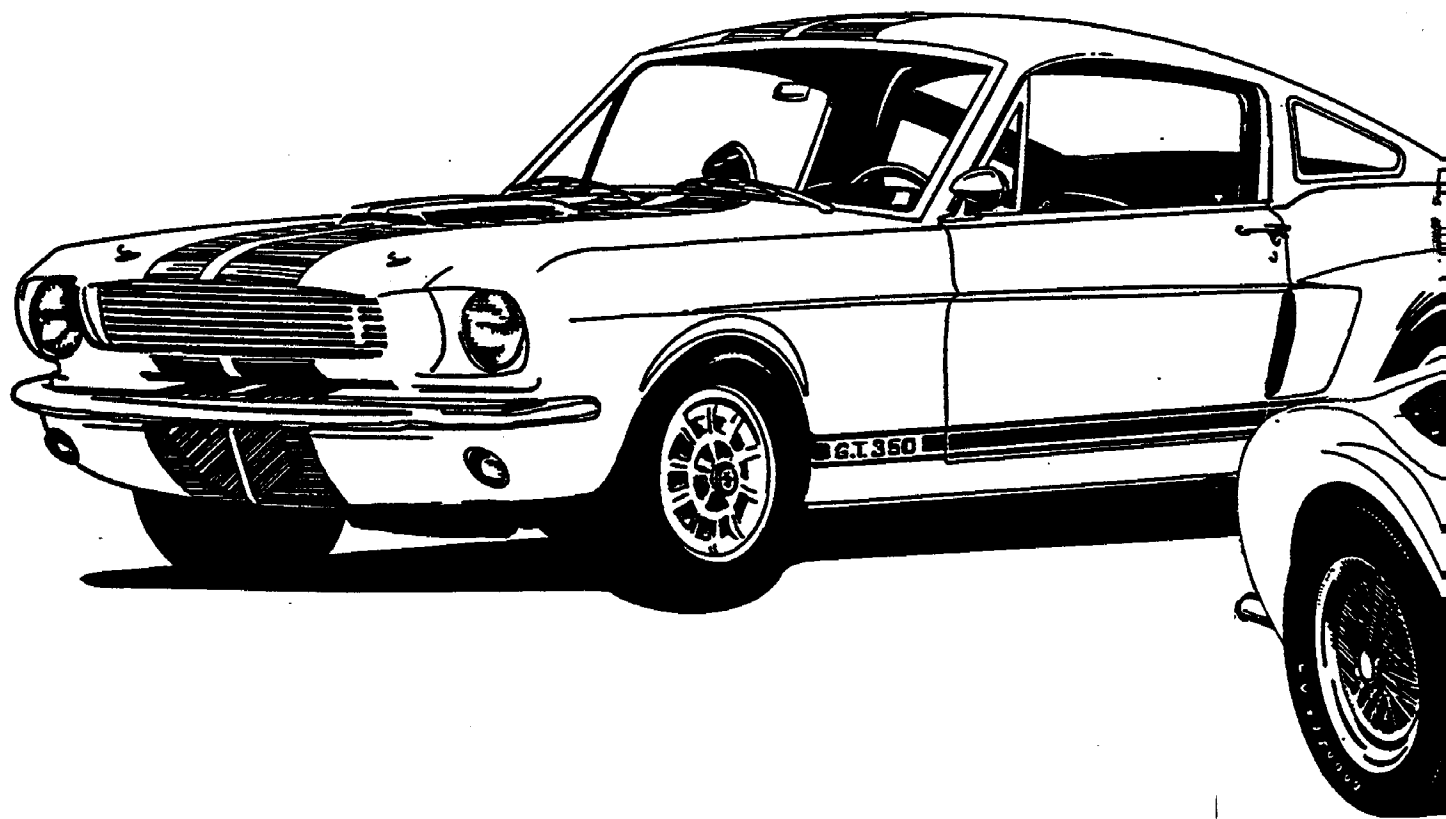
The Club now owns a complete set of Corner Station Flags. Francie Kish did an Outstanding job on these flags for a very reasonable fee. The membership



authorized a gift of \$100 for Francie to show our appreciation.

Our tentative Track Schedule for 1997 is June 2nd at Waterford, August 24th at Waterford, and October 5th at Waterford. We should know shortly if we will be at GingerMan in July or early August. If you have any ideas for the upcoming season please get in touch with me. Hope to see you all at the Christmas Party or at the Track next season.





## LICENSE TO SPEED

Of course there is no such thing. But if there were, the cars built by Carroll Shelby in the 1960s would be the first to receive such sanction. In 1965, Shelby's Cobra sports cars took on the world and won the coveted World Manufacturers Championship - something no other American car has done, before or since. A part of that World Championship went into every car that Carroll Shelby built and asking these race-bred machines, born in another time when speed limits were higher and raw performance was an unquestioned virtue, to rein-in at 55 MPH is like asking a magnificent thoroughbred race horse never to run at full speed or an eagle never to streak through the skies. Once in a while it's necessary for every champion to flex its muscles, if only for a moment to remember what those days were like. Any consideration you might give to the piece of that 1965 World Championship that is a part of this car will be greatly appreciated by its driver.

## Shelby American Automobile Club

*Dedicated to the preservation, care,  
history and enjoyment  
of the World Championship cars  
built by Carroll Shelby,  
1962 - 1970.*

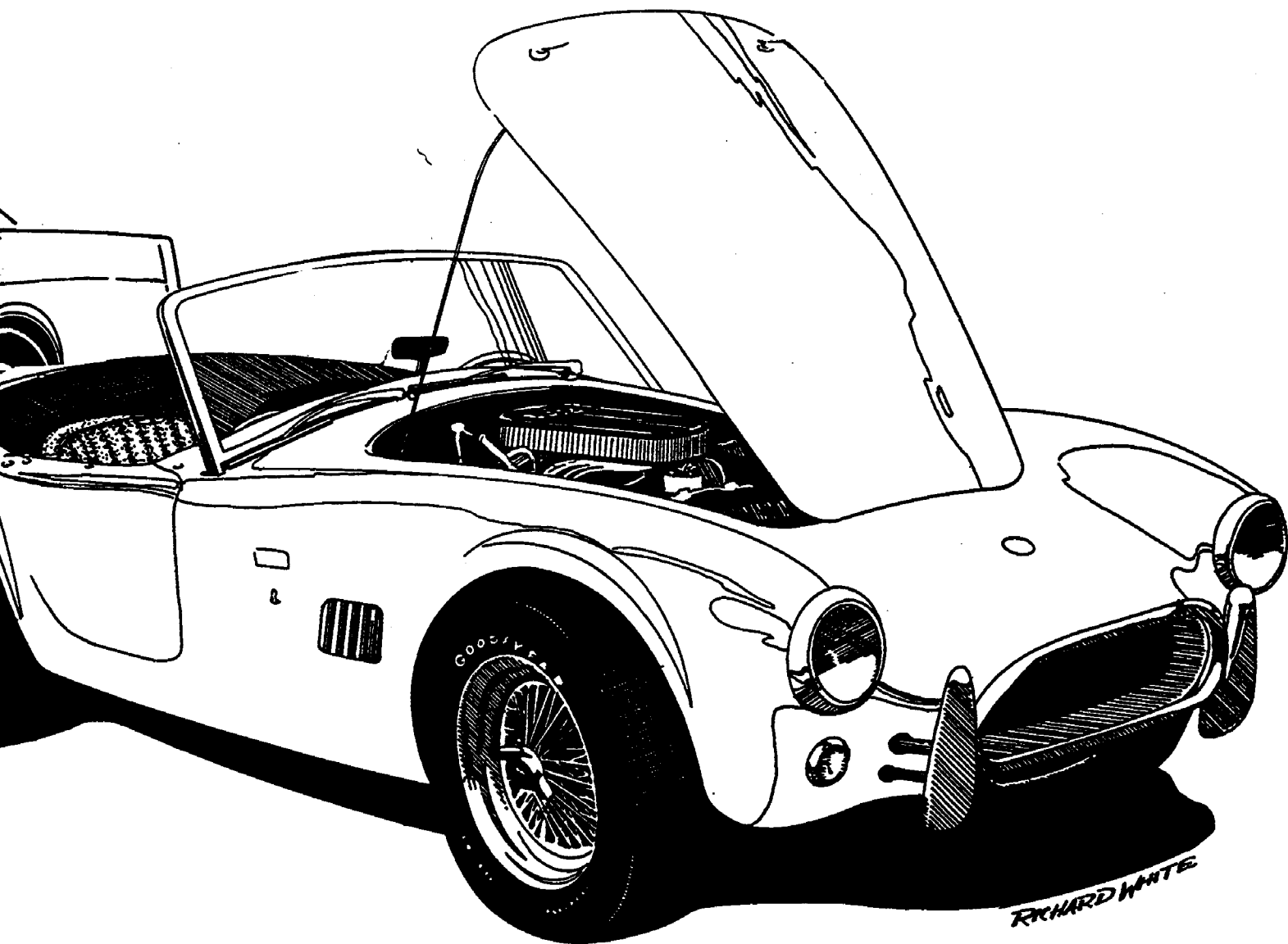
**SHELBY AMERICAN, INC.**  
**World Manufacturer's Champion**  
**1965**



## DIRECTIONS:

1. Cut on dotted line; fold in H your driver's license.
2. When stopped for speeding side immediately; open driver's place both hands on the top of the (If at night, turn on interior light.) proaches car, look him in the e cordial.
3. When surrendering license include this card along with the fol 'This may not excuse what I did, help to explain it.'
4. Be prepared to provide h tion about Carroll Shelby, his ca World Manufacturers Champions is raised by the Officer, it is a g discussion will culminate with a





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*The 427 Cobra of Graves and Bannon (Nicholas Pryor and Michael Sarrazin) pulls away from the Ferrari 365 GTB of Smith and Fianco (Tim McIntire and Raul Julia) in a scene from the movie, Gumball Rally. The Cobra won the cross country bash as movie goes everywhere had the privilege of hearing a 427 Cobra at full song.*

*Photo courtesy of Duane Bowers.*

## Gumball Reality

— Duane Bowers & Rick Kopec

Word of *Gumball Rally* and its Cobra sights and sounds was first leaked out to all Shelby-American freaks by Royal Krieger in the April-May issue of *The Marque*. Royal found out about the flick when a Warner Bros. representative contacted him proposing the rental of his 427 Cobra for use in the film. Two 'look-alike' cars were required for the production and, after discussing things, Royal declined 'movie star status' for CSX 3345.

Warner Bros. ultimately came to terms with two other 427 Cobra owners, Les Lindley and Duane Bowers. Duane relates the following story:

I have had my car, a 1966 427 Cobra, CSX 3255, since 1971. The car was completely restored by Mike McClusky at Coachworks Ltd. in 1973. In October, 1975 a representative of Warner Bros. phoned requesting to purchase my car. When I was not interested in selling, he asked if I would be interested in renting my car to the studios for the production of a movie. Upon hearing the

proposition, I decided to continue negotiations with Warner Bros. After numerous meetings with the director, transportation coordinator and budget officer, a contract was agreed upon and Les Lindley and I delivered our cars to Warner Bros.

The studio required a back-up car for each car in the script. Obviously, the cars had to be identical. The Coachworks Ltd. painted the cars and did minor modifications necessary to make them twins. The studio paid for all of this work.

Prior to the shooting of the film, I accompanied John Morton and Wes Dawn to Willow Springs Raceway to test the cars. We drove three cars to the track that day: the Cobra, the Ferrari Daytona Spyder and the Camaro. After about fifteen laps, John Morton brought my car into the pits, and it was obvious a rod bearing had spun. The car was trailered to Los Angeles and the next day the studio authorized me to install a new engine or repair the damaged one. This was on a Monday. By Friday, Dave Dralle at Dave's Automotive had assembled a fresh short block and delivered it to Wayne Richards at Solo Automotive. The engine was installed, and delivered to the studio the next Monday. The studio paid for the new engine, the labor to assemble and install it. I also received reimbursement for the damage to my original engine.

Our contracts called for a guaranteed ten week minimum rental period, and Les and I both received our rental fees as soon as we submitted bills.

## IS IT TWENTY

## YEARS AGO ALREADY?

The cars were trailered to New York and received minor damage during the filming and the constant loading and unloading from the transporters. A new windshield was installed in my car. When the cars returned to Los Angeles, Les Lindley's car was damaged when it rolled into the rear of another car. The car was taken to a body shop in Burbank and repaired.

One week before the conclusion of the filming, I received a phone call at work from the film crew on location, stating that they had over-revved the engine in my car and it had 'let go.' The car was returned to Solo Automotive and the studio authorized the installation of a new engine. Richard Cabral of Cabral Racing Engines assembled a complete new 427 side oiler in four days and Solo Automotive installed it. Again, the bills were submitted to the studio and were immediately paid. These bills also included over-time labor as many long hours were spent preparing the car.

The car was returned to the studio, and one week later the filming was concluded. As per prior agreement, Dave Dralle and Mike McClusky inspected the cars at the studio and wrote estimates for repairs. The cars were, by contract, to be repainted and repaired at the shop of our choice. Les and I both received checks for damages sustained to our cars during the filming. My car had about ten small, quarter-sized dings, dents and scratches. The headers were also damaged and the carpets worn. All of these items, plus some other small details were itemized and reimbursed by Warner Bros.

Les Lindley's car received some damage to the oil pan and frame during the scenes in the Los Angeles River. This damage, plus a re-do of the body work done by the other body shop, was all itemized and compensated for. During the repainting of my car, I found no additional damage, and both Les and I received full compensation for the loss of the use of our cars (a rental fee) and full restoration.

All through this four month period, I was very well pleased with the easy working relationship that was established with the personnel at Warner Bros. All contract points were followed and all payments were made upon request. Obviously, this is the correct, professional way to operate.

I would like to make the following suggestions to club members who might be approached in the future to rent their cars to a movie company:

1. Realize that the car IS going to be damaged and not returned in the same condition. It is impossible for a movie company to 100% protect a car.
2. Write a contract calling for complete reimbursement for any damage.
3. Insist that the studio inspect the car prior to the rental period, and the SAME person be present for the final inspection. Obviously, photographs will be beneficial in settling any disputes.
4. Be sure that an insurance policy is written to cover your car during the rental period.
5. Establish a replacement price should the car be stolen or totaled, and request first salvage rights.

Both Les Lindley and I want to re-emphasize that we both enjoyed the experience of renting our cars for *Gumball Rally*. Also, we both made friends with employees at Warner Bros. and have continued these friendships. And, finally, Warner Bros. fulfilled every last detail of our contract, and were very pleasant and enjoyable to work with.

While *Gumball Rally* will not win any Academy Awards for acting or writing, seeing that Cobra (and to those of us in the know, those Cobras) is better than a hundred croaking actors clutching that gold Oscar while they tearfully thank their mothers. The soundtrack is 100% authentic and let's face it — it's not every day you see a blue Cobra blasting through New York's streets at over 75 mph, unless it's SAAC Secretary-Treasurer Ken (faster-than-a-speeding-bullet) Eber charging to the bank with a fistful of membership renewal checks (How else did you think that was handled??). At any rate, *Gumball Rally* is worth seeing at least twice. The official record is held by SAAC Minnesota Rep Dan Erspamer, who freely admits to seeing it 12 nights in a row. Now THAT'S enthusiasm!

# Lawrence Tech arch students help 'American Icon' find home

By Bill King

Mustang. It is one of the few American automobile nameplates that can conjure up the image of muscle cars. It's still in the market while many of its early rivals - the GTO, the Barracuda, the Charger, the Challenger, the Roadrunner, the Javelin and AMX - are automotive history. A grassroots effort will name a site in January, in conjunction with the North American Auto Show in Detroit, for a tribute museum to the automotive namesake. The museum will be called, The Mustang Experience. Architecture students at Lawrence Technological University are now at work drawing plans for the \$30 million museum.

Tom Nashlen, chairman of Lawrence Tech's department of architecture and an associate professor of architecture, is coordinating the efforts of 64 Lawrence Tech students, the collective talent of three day classes and one night class, in a project he initiated. Nashlen, a confessed car enthusiast, read a story about the Mustang museum idea, and thought it would make a good project for the students, and what better part of the country than Michigan to serve as the site. Nashlen has even found what he calls, the "perfect spot" - in Dearborn near Ford's complex and site of a former Ford landmark.

"In the problem statement we handed out to the students I call this Mustang museum a tribute to an American cultural icon," Nashlen said; "We live in a car town. We really don't

have anything like this. We should. The site has a lot of historical significance because it is the site of the former Ford Rotunda, which was used to showcase Ford Motor Co. products."

The rotunda was designed by prominent Detroit architect Albert Kahn, and brought to the Dearborn site from the Chicago World's Fair in 1933 or 1934, but burned down in 1962 and was never rebuilt by Ford, according to Nashlen.

"We are not trying to resurrect the Rotunda, but the fact that the building existed on the site has some significance. There is a close relationship between the site and where the Mustangs are actually built," Nashlen said.

Nashlen handed the students the design project with the blessing of John Coletti, manager of special vehicle engineering and car product development at Ford, and one of a four-member executive committee overseeing the development of the Mustang museum. Nashlen's site includes a "sort of island," a spot of 13.6 acres surrounded by road, and another parcel of 35-40 acres across the street to the west. This gets well with the 40 acres needed to accommodate the 100,000 sq. ft. Mustang Experience, which will consist of a 60,000 sq. ft. \$10-12 million main facility housing display space, a reception area, museum offices, a theater, archive room, restaurant, and meeting rooms; and a 30,000 sq. ft. expansion that will include a display area with a changing theme or concept, an expanded archive collection, and a "scenic and winding parade ground" for Mustang car club rallies or other outdoor activities. Coletti said \$6-8 million is being budgeted for land acquisition. There are 25 cities all vying for the museum.

"In the next 12-16 months we want to define what it might look like so

we can start to get the architects in, and start getting the interest going for it," Coletti said, with the interest coming from individual and corporate donors.

Coletti said this is a private effort. Will Ford donate to the project?

"All I know is that Ford wants to review our business plan at the end of October," he said.

Whether that translates into funding is a wait-and-see proposition. But there is not a lot of waiting expected. Coletti said he hopes to have the ground breaking in 1998, with the museum opening in 2000 - "depending on pledges," according to Coletti.

"We are going to be fully capitalized. We are not going to go into debt to build this. If we have to wait to build it we will," Coletti said. "We want to give this thing a fighting chance. We want the place to be vital five years down the road."

He said the plans call for the museum to attract 500,000 visitors annually, and, in addition, extracurricular activities such as company meetings and dinner presentations.

Coletti said site location is going to be a carefully weighed first decision regarding the Mustang Experience. He said the organizing committee wants to assure a success, and has looked into the defunct Auto World in Flint, and the Corvette museum in Bowling Green, Ohio across from the plant manufacturing the Corvette as a source of lessons learned. He said the Corvette museum failed to give him "the feel" he wants left with visitors exiting the Mustang Experience.

His comparison - the Rock and Roll Museum in Cleveland.

"Man, people come out of there pumped," he said. "They're excited about what they've seen and they want to come back."

Capturing that excitement, and trying to encapsulate 32 years of

automotive history related to the Mustang is the task facing the architecture students.

"We're not going to tell the students how to design it," Nashlen said. "Through critiques, and other things we're going to guide the students and the project will evolve into some good concepts. There's not going to be one perfect answer. That's architecture."

Nashlen called it a "unique project," compared to the other fare tackled by Lawrence Tech architecture students, which has ranged from an award winning plant of the future to a revitalized one mile commercial strip in Detroit.

"We'll need to capture the feeling of power, the feeling of the Mustang culture," Nashlen said.

After meeting with the students, Coletti said the top five or ten Lawrence Tech student designs may be unveiled at the January press conference. Coletti said he is glad to have the brain trust of the Lawrence Tech students working for the cause of the museum. He was asked, though, why a museum to a car nameplate?

"The Mustang is one of the most popular cars in the world, hands down. It was a new car, in a new time, in a new age," Coletti said. "It invented the segment (Pony cars). It has gone through all the domestic competitors. It went through the First shake up brought on by government regulations and fuel efficiency, and it was still standing. Then came the global competition in the late 70s - the Supra and 300ZX, and guess what? It's still standing."

Reprinted from the October 16, 1996 *TECH NEWS*.

## CLASSIFIEDS

**FOR SALE:** Adjustable mounts (L/R) with allen heads for 69 - 70 Boss Mustang or Trans Am applications (slightly used) \$18.

Remote oil filter small block Ford (new) and remote locator w/ fittings \$40.

Small block fuel pump block off plate (new) \$3.

Four used Koni shocks \$25.

67 - 68 Big block Mustang 1" front stabilizer bar \$30.

65 - 66 Shelby Mustang rear package shelf (used) \$50.

One package of original Autolite (original box) spark plug terminal ends, part #5305 \$10.

One set (4) disc brake pads DOAZ-2001-D for Boss Trans Am Mustangs in original box (new) \$45.

Two new in-line fuel filters used on GT-40, Mark II A & B part #XAA-15354"A". RARE! Please call I would like to find a proper home for these.

One pair of FoMoCo (factory) competition seat belts, heavy woven canvas, black with silver metal buckles and clips. Part #BN-7061236, used, rare. Please call like to find a proper home.

Two new 69 - 70 style Cobra side emblems part #D1QB-8216-BA

One set (2 pair) used black Mustang seat belts \$5.

One pair used Mustang rear chrome taillight bezels no pitting \$10.

One used screw-on breather cap for valve cover 69 -70 Mustang great shape Motorcraft \$2.

One used Harrison auto - trans cooler, great shape \$10.

One brand new 14" leather wrapped 4 spoke steering wheel, black, thick rimmed \$75.

One brand new 14" leather wrapped 3 spoke steering wheel, black w/ red fine stitching, beautiful! \$90.

One new aftermarket regulator 69 - 70 Mustang never used \$5.

3 pairs of chrome hood pins w/plates, wires and clips \$10. each.

One used (looks brand new) 3" alternator pulley, anodized \$10.

One used 65 - 66 Mustang fastback rear seat latch mechanism (for holding folding seat) \$18.

One pair used (xlt condition) GT350 side brake scoops \$25.

Call Ben (810) 738-5381

**WANTED:**

Video of Harvest Happening Darius Rootus (313) 845-0209.

**FOR SALE:**

1970 Mustang Mach I 428 CJ Drag Pack South Carolina car, restored very nice car. \$20,000 (810) 643-7500 ask for Phil Jacobs or Dean Sellers.

**FOR SALE:**

New 5.0 roller cam block \$275. Scott Minch (313) 421-6913

**SERVICES:**

Carbs rebuilt \$70 - 90. 600 - 750 - 850 rebuilt in stock.

Mike Riemenschneider (313) 459-1348

**NEEDED:**

Winfield carbs model A/AA. Prefer downdraft but will take updrafts. Randy Betki (313) 390-9961

**FOR SALE:**

1973 Cougar XR7 Convertible 8800 actual miles. 351C 4V with C6 auto trans. PS, PDB, A/C, Tilt, AM/FM Stereo, intermittent wipers, full gauges, top works and in excellent condition. Light Blue w/ Dark Blue leather interior and white top. Car is original w/ all tags, decals etc. intact. This is an Oklahoma car and is located there (no rust). Previous owner was the general manager of a L - M dealership. Price is \$15,000. Contact Stu Cashman (810) 781-9921

**FOR SALE:**

A40DE trans for 4.6L \$320. or reasonable offer. 8.8" 4.11 performance pig for late model T-bird/Cougar \$200 or best offer. John Logan (313) 565-8810



**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:

SAAC - MCR  
35334 Griswald  
Clinton Twp, MI 48035

The **SHELBY AMERICAN AUTOMOBILE CLUB** is the only international enthusiast's organization dedicated to the World Championship cars from Carroll Shelby. Ownership isn't required for membership — just interest in and enthusiasm for these legendary cars. SAAC has more than 5,500 members across the US, in Canada and in just about every other country where there is interest in high performance automobiles. SAAC members receive the club's award-winning magazine, "The Shelby American" as well as bi-monthly "Snakebite Bulletin" advertising supplements. Classified ads in the Snakebite are free to members with no word limit. SAAC also hosts an annual national convention that is the stuff dreams are made out of... even for grown-ups. Imagine seeing



1000 Cobras, Shelbys, GT40s, Mustangs, Panteras and just about any other Ford performance car you can name together in one place at one time. Imagine that place is a major league race track. And imagine you being able to drive your heart out. Now imagine not being a SAAC member.

Join us. Annual dues are only \$36.50. As soon as we receive payment we'll send you a new member's packet which contains a copy of the latest issue of "The Shelby American," the latest issue of the "Snakebite Bulletin," general club information and the usual club regalia (windshield decal, dash plaque, membership card, etc).

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

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

☐ NEW MEMBERSHIP

☐ RENEWAL

☐ CHECK FOR \$36.50 ENCLOSED

☐ VISA ☐ MASTERCARD EXPIRES \_\_\_\_\_

CARD NUMBER \_\_\_\_\_

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

SIGNATURE \_\_\_\_\_

**SAAC, PO BOX 788, SHARON, CT 06069 FAX: 203-364-0769**

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

Send to: