

SHELBY LIFE

OFFICIAL PUBLICATION
OF THE
MOTOR CITY REGION

WINTER 1997 - 1998

SHELBY AMERICAN
AUTOMOBILE CLUB



IT'S TIME TO RENEW YOUR MEMBERSHIP

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:

SAAC - MCR
35334 Griswald
Clinton Twp, MI 48035

SHELBY LIFE

OFFICIAL PUBLICATION OF THE MOTOR CITY REGION

INFO NUMBER [313] 980-3936	
President	Tom Greene [248] 449-7374
Secretary	Charlie Saffley
Associate Secretary	Craig Shefferly
Treasurer	Kurt Fredrickson [313] 427-2449
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Competition Director	Larry Jacobs [248] 681-4574
Associate Director	Bill Rowe
Membership Director	Rich Tweedle [810] 791-0279
Editor	John Guyer [248] 528-3022

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 for 1998:

SATURDAY, JANUARY 10, 1998
CHISTMAS PARTY at HENRY FORD MUSEUM Call Kathy or Randy Betki (313)692-3390

SUNDAY, FEBRUARY 22, 1998
MID-WINTER SWAP MEET at GORNO FORD in WOODHAVEN, MI

SATURDAY, MARCH 21, 1998
CHILI CHALLENGE

SUNDAY JUNE 7, 1998
SHOW & GO 23 CAR SHOW at FORD WORLD HEADQUARTERS
MONDAY JUNE 8, 1998
SHOW & GO 23 TRACK EVENT at WATERFORD HILLS

WEDNESDAY, JULY 8 thru SATURDAY, JULY 11, 1998
SAAC 23 in CHARLOTTE, NC
TRACK EVENTS & CAR SHOWS at CHARLOTTE MOTOR SPEEDWAY

SUNDAY, OCTOBER 3, 1998
HARVEST HAPPENING TRACK EVENT at WATERFORD HILLS. Call [313] 980-3936.

SUNDAY OCTOBER 11, 1998
FALL COLOUR TOUR

JULY, 1998 SAAC 23 in Charlotte, NC.
Time to start planning is now.

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.

Visit our web site www.saac-mcr.com

PRESIDENT'S CORNER

by: Tom Greene

Let me start by simply thanking those that make every thing that the club accomplishes possible. Your efforts are GREATLY appreciated. Through your efforts, we can carry on as OUR club where we enjoy a family atmosphere and provide support for each other. Thank you.

We had a WONDERFUL year. We had:

A Christmas Party at the CARAIL that was simply outstanding in all regards, especially the camaraderie

A winter swap meet that was by all measures a success (and we didn't even get too much snow - although the ice patch was something to contend with that not all handled with grace and dignity - Sharon can tell you which person fell on their

A somewhat damp but GREAT turn out Show 'n Go with absolutely terrific cars and trucks that saw the winners getting great trophies and leaving happy

The associated driver's school that was safe and fun for all as novices and seasoned drivers got to "knock the rust off" after the winter's rest

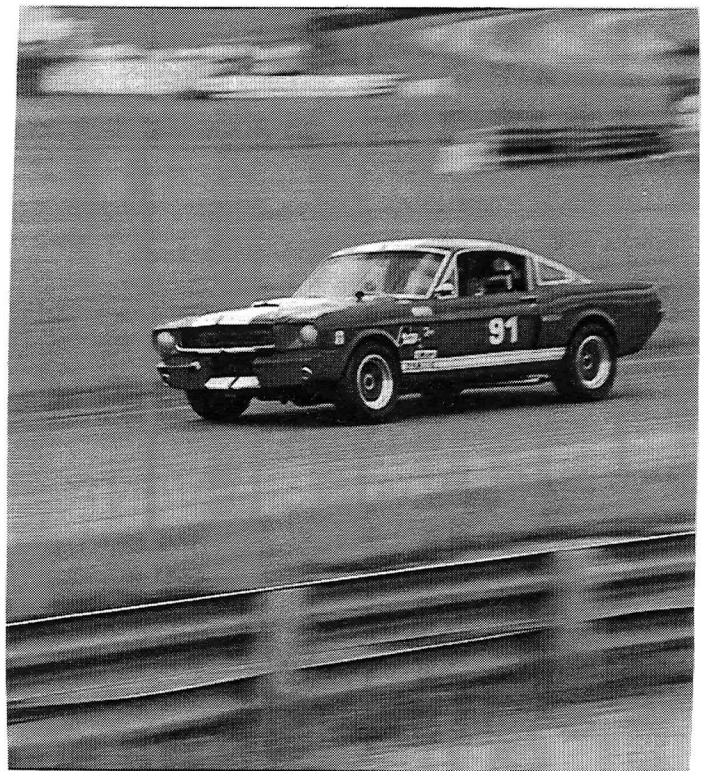
THREE additional completely satisfying open track events each of which was safe with all the track time the participants wanted;

A 4th annual Jack Elder memorial car show to pay tribute to our friend that we had a really great turn out for - and at which we made the plans to improve it for next year

Our election with some new officers coming to the forefront to take on 1998's challenges

A year of great monthly meetings where we get to talk and plan

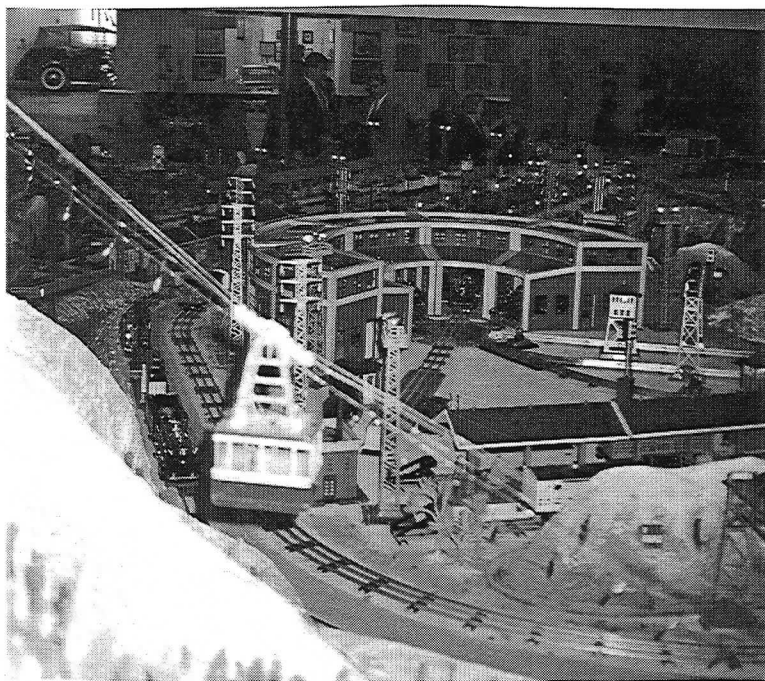
1998 promises to be even better than 1997 - I am definitely looking forward to it. Thanks again to all of you who helped make the club successful. To quote one of the most quotable locals, Dick Vitale, " I LOVE THIS STUFF"



1997 IN REVIEW

IT WAS A VERY GOOD YEAR.

Christmas came in February as the Shelby Club held it's best party yet at CARAIL.



For those who missed it, the dinner was excellent and choosing between looking at the cars and studying the trains made it an evening that ended too soon.

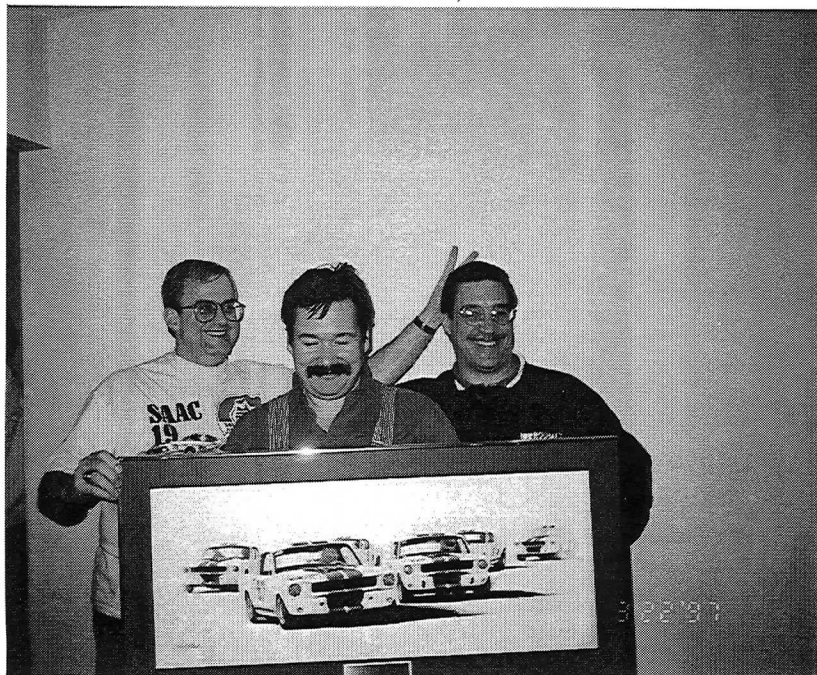
The Mid-Winter Swap Meet at Gorno Ford was a good one as usual.

Q. Did Phyllis Greene win the Chili Challenge two years in a row?

A. No. She was not yet Phyllis Greene at the 1996 Chili Challenge.

Q. So who were those three guys at the Chili Challenge as pictured on the previous issue of *SHELBY LIFE*?

- a. The Three Wisemen
- b. The Three Stooges
- c. The Three Amigos
- d. Tom Greene,
John Guyer
& Ben Scheiwe



1997 IN REVIEW

Talk about winning two years in a row, how about the rain award for SHOW & GO. Even with the weather being about as bad we had near double the cars at this year's show as last.



The GO continued on rain or shine at Waterford Hills as some good lessons were taught and some even learned about driving in the wet.



1997 IN REVIEW

SAAC-22 in Elkhart Lake, Wisconsin had it's own share of weather. After three days of "Four Miles of Black Lightning" on the famed ROAD AMERICA track it was time to enjoy the evening with a banquet and hopefully a few words from Mr. Shelby Himself.



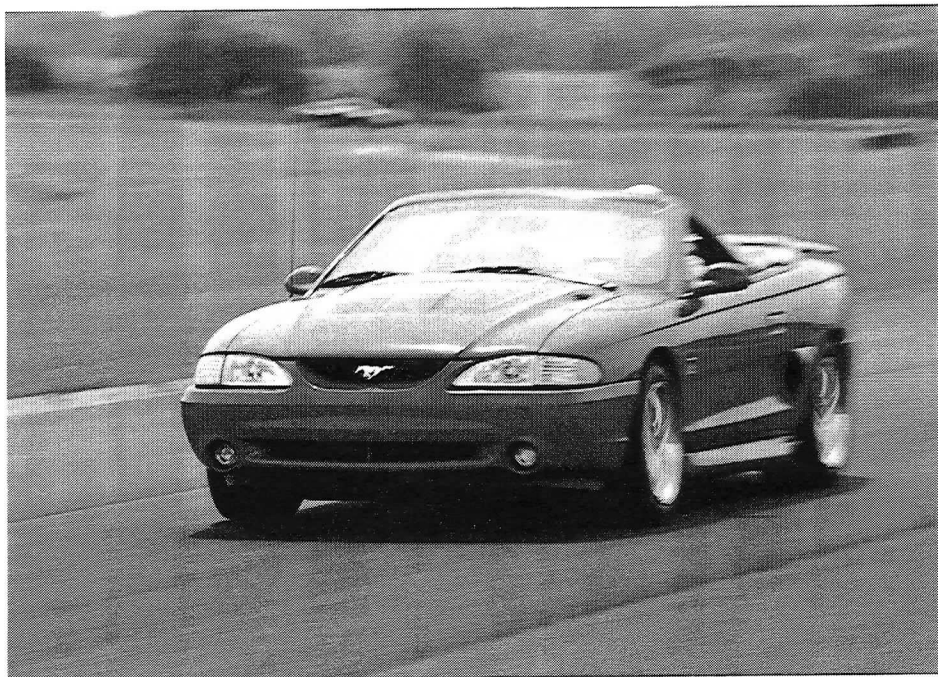
Instead we spent many anxious moment in the tunnel under the track waiting to see if our dinner, tent and possibly a Cobra or two would be sucked up by the tornado that had been



spotted nearby.

1997 IN REVIEW

By being missed it will probably be the most memorable dinner in SAAC history but we may never know what words of wisdom we would have received from Carroll Shelby.



HOT LAPS AT GINGER MAN

Ginger Man, on the state's west side, brings together not only members from the Motor City Region but also new friends from Western Michigan and other states as well.



1997 IN REVIEW



MEADOW BROOK HISTORIC RACES

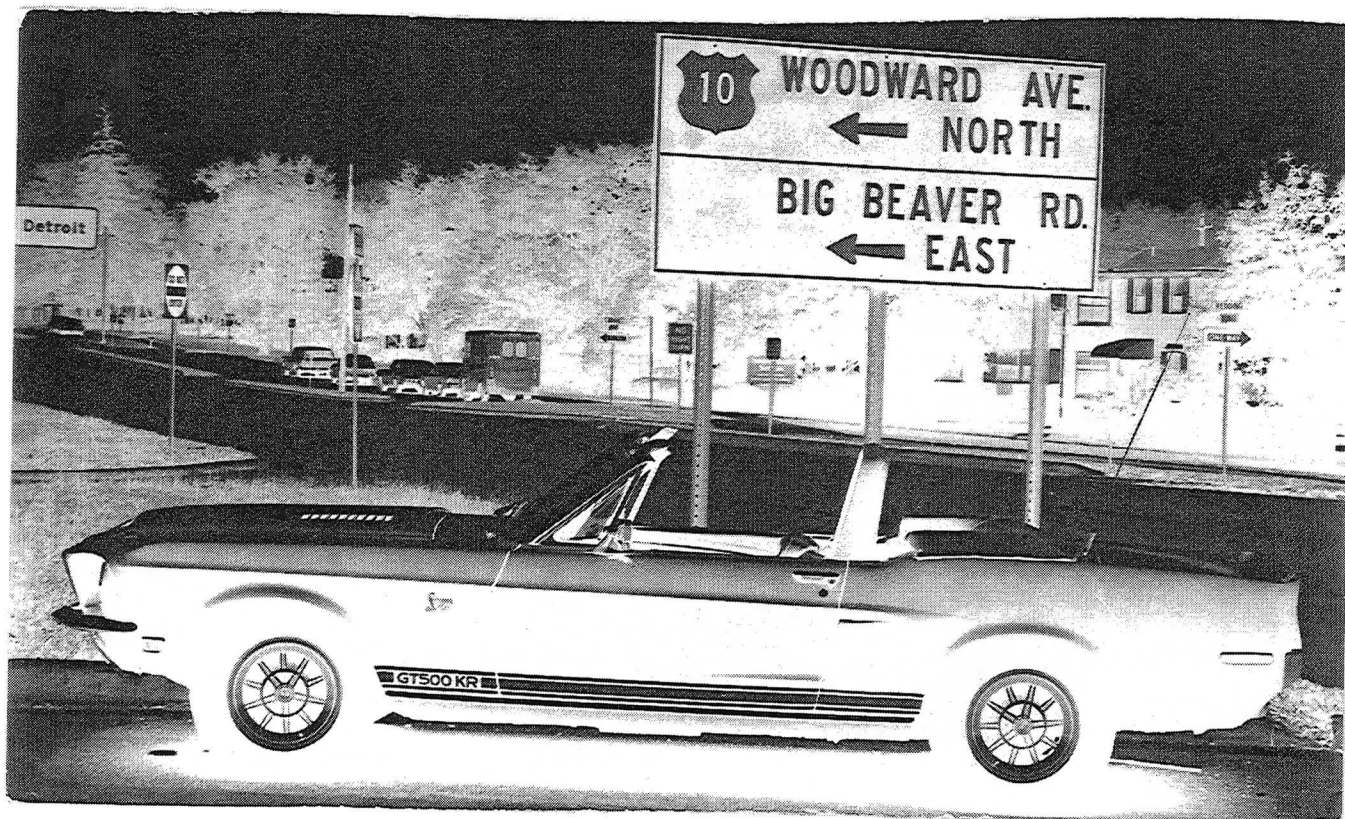
As usual SAAC - MCR was well represented. Mike Sedlak did what we have come to expect. Phil Jacobs was there with his Shelby Racing Trans-Am Mustang. Tom Greene's GT350 was in attendance.

Did you see Bill Davidson or Bob Varcoc? Who else?



1997 IN REVIEW

And could the WOODWARD DREAM CRUISE get any bigger? Probably, but let's not think about it. At the first cruise you could walk faster that you could drive. Number two solved that by having so many pedestrians that you couldn't walk either. This is officially an international event since it was reported that Vito Campanaro came all the way from Windsor, Ontario (that's in Canada) in his Shelby convertible.



1997 IN REVIEW

pre-LABOR DAY CLASSIC at Waterford Hills

Because of some holiday formula, $[H/2 + (TR - CR)^2 \times (12-WP)] = SAAC - MCR$ w/o 9/7/97, we didn't get our Sunday before Labor Day date and so we were more pre than usual. Some thought we should change the name (prix-Labor Day?) but the name isn't



important.

What

is important is the chance to drive fast in a relatively safe place without having to check the rearview mirror. Think of it as paying for the ticket in advance.



1997 IN REVIEW



4th ANNUAL JACK ELDER MEMORIAL CAR SHOW

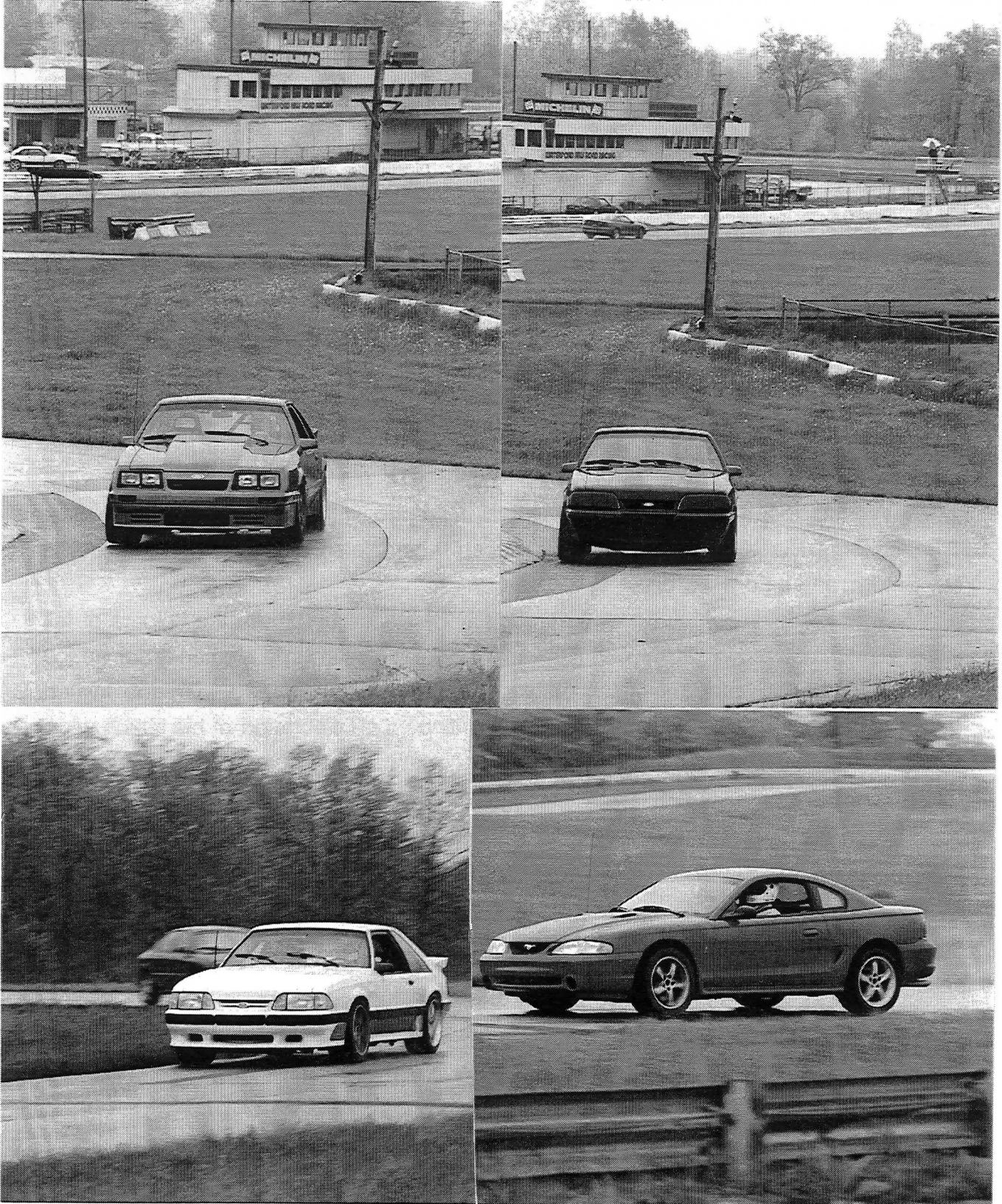
Has it been four years already? The cars that come to this show are the best around. It's a bit of a drive down to Gorman Ford in Woodhaven but it's well worth the trip if you have or would like to see the nicest of what Ford has offered and what the owners have done.



1997 IN REVIEW

HARVEST HAPPENING at Waterford Hills

Our third part of this year's Waterford Hills trilogy was another enjoyable event. If you have never tried this it is hard to explain just how much fun driving around a track can be. This has become a big part of what our club does.



1997 IN REVIEW

FALL COLOUR TOUR

Another secret formula was used. No return name or address on the flyer. No mention of what club is putting on this "Fall Colour Tour".



We started at the Matthei Botanical Gardens with all manner of vehicles: Studebaker, T-Bird, Mustangs, Shelbys, a recently completed Cobra roadster, did some say Saturn, and a Ford pickup.

The weather could not have been better. Clear and crisp with the colours of fall just right we motored on down the highway. A stop at Yesterday's Memories for an ice cream and a look at all the knick-knacks. El presidente Thomas L. Greene invited everyone back to the Presidential Palace to continue the celebration of his fiftieth year. Where else could you go for a hay ride that you may have to help push the wagon up the hill. Despite or because of this a good time was had by all.



CARROLL SHELBY - A LIVING LEGEND

Carroll Shelby was born in Leesburg, Texas, a town of 150 people, on January 11, 1923.

When he was young, Carroll had health problems. He had a heart valve leakage problem at age 7, and spent most of his childhood until age 14 in bed. At 14 he was declared to have "Outgrown it".

In his youth, Carroll rode with his dad while he was delivering mail in a 1928 Whippet. His dad drove fast between mail stops and Carroll used to urge him on with "faster dad, faster". The Whippet had a top speed of about 65 mph, and that's what they drove from Leesburg to Dallas in 1929. They passed everybody on the road.

In 1938, Carroll got a Willys. In this car, he raced everybody he could. One of his favorite spots to drive was the Rail Road yard where he would jump a crossing hump at about 70 mph. He was caught by the police during one of his RR yard driving excursions and remanded to the custody of his father. His punishment was loss of his driving privileges for 6 months, a fate that we are all sure was very difficult for Carroll to handle.

In 1941, Carroll joined the Army Air Corp. At this time, he was 5 ft 2 and weighed only 100 pounds. To get in, he ate 12 bananas to weigh enough to meet the minimum physical requirements. As we all know, he's over 6 ft tall now and would have no difficulty meeting minimum weight.

In the Air Corp, he first flew twin engine trainers and then moved on to test piloting other planes. Always ready for additional training and seat time, he was

known to take a plane out on Sunday and buzz local herds of antelopes. During his Air Corp career, he lost two planes. One caught fire and the other he was forced to belly land. He was never injured.

He married a school mate, Jeanne Fields. They had three children, Sharon, Michael and Patrick, born in the mid to late 40's (they are about the same age as some of us).

After leaving the Air Force, Carroll experimented with a few other livelihoods including rough necking in the oil fields, ready-mix concrete and chicken ranching. Each of these efforts was fairly short lived; he didn't like working in the oil fields, he stopped the concrete business when he started the chicken ranch and the chicken ranch was finished when he lost 40,000 of his 70,000 chickens in just 3 days. (Newcastle Disease, ed.)

In 1952, he first tried what became his main interest in life - road racing - when a friend let Carroll drive his MG to a track in Norman, Oklahoma. They drove the MG to the race course and then on to victory in the race - A career was launched.

In 1954, Carroll won several Sports Car Club of America (SCCA) races. As a result, he was chosen to be part of the AMERICAN race team to compete against the Argentineans. Carroll Shelby drove a Cadillac powered Allard in this event. The combination of an American V8 in a sports car proved to be very much to Carroll's liking. He drove very well and won the event. He so impressed the Aston Martin factory team (at that time Aston Martin was one of the fastest and most successful sports cars in

CARROLL SHELBY - A LIVING LEGEND

the world), they made him the offer to become a driver on their factory race team.

Carroll drove very well for the Aston Martin team, but John Wyer saw some "rough edges" which he sought to smooth out. He taught Carroll to drive more smoothly and that "no wild, crazy-driving fool gets to the top". Both the concept of a Cadillac Allard and John Wyer were to play a significant role in Carroll's later career.

Carroll was quoted in a 1957 Sports Illustrated article; "You know, when I'm driving a racing car I feel that I don't have a problem in the world. I haven't even tried to analyze why I do it. I guess there is just something there - a certain challenge."

That "certain challenge" led Carroll Shelby to completely blitz the 1957 SCCA season winning 40 races and losing only 6, an incredible 87% win ratio. In a 1957 interview he said about racing "when it stops being fun, I'm going to get out of it". It evidently has not stopped being fun yet, because he is still deeply involved in racing today.

What was not revealed in the 1957 interview was that Carroll had been driving with nitroglycerin tablets under his tongue to keep the angina pain under control. His heart problems persisted which led to his giving up driving in competition after 1961. It is obvious to all of us, that his love of racing did not wane when he stopped driving. Carroll Shelby knew how to drive cars, how to make them fast and reliable, and how to make them win. He merely redirected his energy from his extremely successful

driving career to most ALL other fields related to racing.

After 1961, he became the western distributor for Goodyear racing tires, he was a contributing editor for Sports Car Graphic, and he ran his high performance driving school at Riverside Raceway in California.

Most of all, Carroll wanted to build his own sports car, a production American sports car. It had to be fast, fast enough to be THE fastest sports car, and fast enough to beat the Ferrari. His plan was use a high performance American motor and marry it with a good handling British sports car, the same concept as the Cadillac Allard which he drove to win the Argentinean challenge.

Carroll learned that AC motor cars Limited of England was losing their engine supplier. Here was the car for his sports car project, now he needed an engine. He talked to Chevrolet, and Chevrolet was not interested (Editor's comment: And I am very glad Chevy was NOT interested) because Chevrolet already had the Corvette and didn't want any competition. Carroll then talked with Ford which was in process of building a new family of small block V8's. Carroll Shelby was very persistent and eventually got a Ford rep to send him a pair of engines for "developmental purposes". The rest is, obviously HISTORY. Shelby American completed the first car in 1961 and tested it at Silverstone race track in England. On it's first track experience, it ran a previously unheard of 150 mph on the straight.

Carroll immediately had the car shipped back to California where he began

CARROLL SHELBY - A LIVING LEGEND

his effort of convincing Ford to back the project for more than a couple of engines. The effort began with convincing Dave Evans, a Ford rep, to look at the car and at the Silverstone test films. Dave agreed this was a good project, and the first letter of agreement was signed in Feb. 1962. Part of the agreement called for putting the first prototype in the New York auto show. One night, Carroll dreamed of the car and in the dream the name COBRA came to him.

He painted the prototype yellow, put the name Cobra on it, and got it to the New York auto show on time. The car was an instant success. Carroll Shelby had done what no one in contemporary history had done. He had built his own racing sports car. This was not just any sports car, but it became the worlds fastest production sports car. The Cobra dominated the SCCA A production class for years. Though the newest COBRA is over 30 years old, it is still among the fastest production cars in the world.

Never being a complacent person, Carroll Shelby continued his winning ways by producing another champion. The GT350 was a production Mustang based car which was first introduced in 1965. This car won the B production championship in it's first year, and then won the championship again in 1966. Carroll Shelby had continued his success with yet another sports car. No man has done more for the production muscle car of the 60's than Carroll Shelby, BUT Carroll was no where near done producing champions yet!!!!

Carroll joined forces with John Wyer and began the project with which Carroll Shelby's name is synonymous, the

GT40. This Ford powered vehicle was built with the express purpose of beating Ferrari at LeMans. One year after the introduction of the GT40 to the racing world, the Ford GT40's finished LeMans 1st, 2nd, and 3rd for one of the most remarkable racing feats in all of racing history.

Carroll Shelby ended his affiliation with Ford Motor Company in about 1970, approximately concurrent with Lee Iacocca leaving Ford. He began his affiliation with the Chrysler Corporation in the early 80's. Between major auto manufacturers, he started an incredibly successful chili company, which he has sold for "an indecent amount of money, so much that I can take on any sumbitch that tries to make a profit copying the cars ...(the Cobra) and passing them off as the real thing". Clearly, his passion for the automotive racing world has not waned.

In 1990, he was seriously ill. His heart was simply worn out. In 1991, with very little time left before his heart stopped working completely, he had a successful heart transplant. His heart transplant was so successful, that he drove the pace car at Indianapolis in 1991. The pace car was the Dodge Viper, a project with which Carroll Shelby was affiliated. The Viper has a V10 engine, is very fast, stops and handles well. It shares more similarities with the original Cobra than just the species relationship of the name, it, also, is the brain child of Carroll Shelby. He also received a new kidney (from his son, Michael) in 1996 and is in good health today.

COBRA, GT350, FORD GT40, DAYTONA COUPE, as well as GT500's, Boss Mustangs, Mangustas, Panteras,

CARROLL SHELBY - A LIVING LEGEND

Sunbeam Tigers, and Trans-Am Mustangs:
These are all cars which benefited from
direct involvement by Carroll Shelby.
These are cars that helped redefine the
term performance automobile.

Thank you Carroll

Sources,

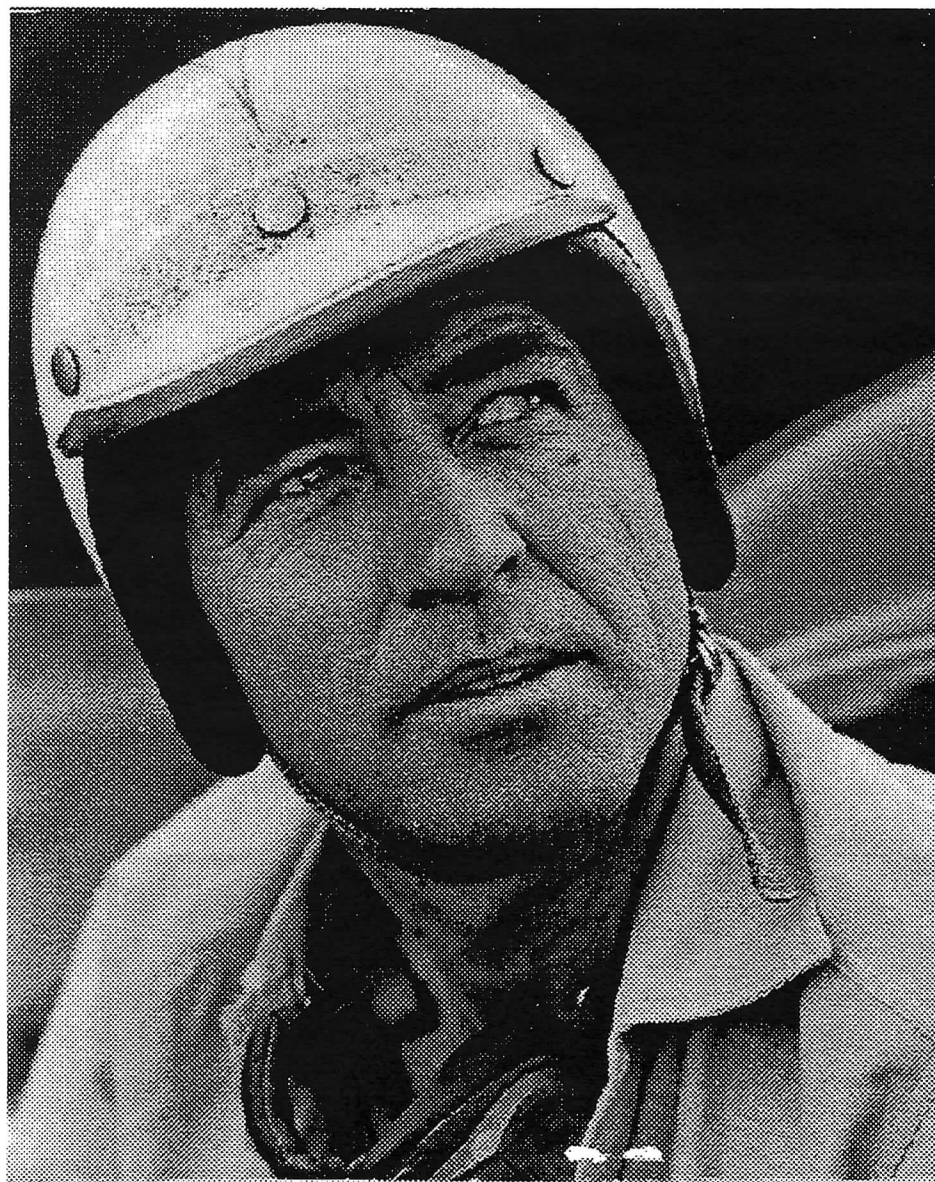
Sports Illustrated, March 25, 1957
Carroll Shelby, the Gentle Leadfoot,
Kenneth Rudeen

Shelby American Guide, Second Edition;
Richard Kopec, 1982,

Carroll Shelby's RACING COBRA, Dave
Friedman and John Christy, 1990

Photo 5

<http://www.carrollshelby.com/photo5.htm>



CLASSIFIEDS

1968 Shelby GT-500 Restored to MCA Concours Trailered specifications. Every Nut and bolt either new or replated. engine and Undercarriage fully detailed (no undercoating, all Autolite items), 428 PI, C-6 Trans, Fold-Down, Tilt-away, PS, PB, AM Radio, Marchal foglights, Original carb (replated), Smog, Goodyear Speedway Tires, 10 spoke wheels, all tags, build sheet, New glass (date coded), Red exterior, Black interior, 56,000 miles, over \$80,000 invested, \$59,000. Contact Mike at (313) 397 - 7123 (after 6:30pm)

1968 Shelby GT-350 Convertible - 302 4V (J code), 4 speed, PS, PB, Power top, tilt-away, AM-FM Stereo (not original), Marchal fog lights, 10 spoke wheels, Goodyear radial tires, currently Red (originally Dark Green metallic), Black interior, White top, all Shelby Pieces there, rebuilt radiator, brake booster, starter, master cylinder, transmission, runs great, includes new upholstery, new carpet, new door panels, some rust in quarters and floors, 78,000 miles \$26,000 or trade for a 1969 Shelby GT-500. Contact Mike at (313) 397 - 7123 (after 6:30p.m.)

FOR SALE: Various parts, many early Shelby Mustang, call Ben (248) 738-5381

WANTED: (4) 15"x7" Ford steel wheels for '70 Boss 302 Jeff Finley (313) 730-0135

FOR SALE: 1995 Ford XLT F-250 4X4 pickup. Auto., loaded, black 27,000 miles, like new. \$17,700. (US) '95 Dodge SLT Laramie pick-up 2500 Cunningham Diesel Crew cab, white. 47,000 miles, like new. \$25,000 o.b.o. (519) 969-4527 Windsor, Ontario CANADA.

FOR SALE: Take-off 5.0 cylinder heads from new engine. \$195 pair 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: 1995 Mustang GT stolen/recovered missing front clip & interior. Has complete drivetrain intact. \$3,800 firm. Scott Minch (313) 421-6913.

FOR SALE: (4) Polyglass GT tires F70-15 original made in USA \$400. o.b.o. Craig Shefferly (248) 698-8825.

Wanted: Boss 429 Seraphim (313) 730-1688

WANTED: Standard early 289/302 flywheel (stat!). 289 Flywheel, casting #C30E-6380B, 159 teeth, 12-1/4" face diameter, 13-1/4" ring gear diameter. Steve White (810) 363-0731

FOR SALE: Late Pinto 2.3 4spd would make driver or IT car. Rod Beckwith (248) 474-0372

FOR SALE: '68 GT-350 Convertible. Auto., new top, very nice. \$34,000 o.b.o. Bill (248) 486-1942.

FOR SALE: 1987 Ford F-150 2wd. 8' box loaded, 5.0, auto., excellent condition. \$4000. Phil (248) 879-8557.

FOR SALE: 5.0 short block in pieces, forged pistons, good condition. Larry, office (810) 647-6144. home (248) 681-4574.

FOR SALE: Club T-Shirts \$5.00 L, XL and a few XXL. Red, White, or Blue. Craig Shefferly. (248) 658-8825

FOR SALE: 1968 Shelby GT500 Lime Gold w/ Saddle interior fresh engine.

1968 Shelby originally GT350 redone as GT500KR. Red w/ black interior. Fresh trans. Beautiful!

1970 Boss 429. Grabber Blue w/ white interior. Automatic installed. Engine detuned with 460 internals.

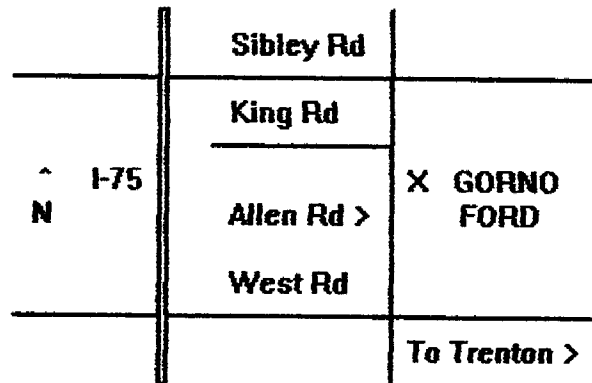
1972 Mach I, 351 Cleveland. White w/ black interior. Engine and drivetrain fresh. Needs paint.

Henry Abel (217) 668-2468.

FOR SALE: 5.14:1 Ring & Pinion for 9" Ford axle. Low miles, very good condition. Best offer. Phil Jacobs (248) 879-8557

FOR SALE: New, in the boxes, rear axle shafts (F4ZZ-4234-B) from Motorsport M-2300-K brake kit. \$125 for pair. Gene Kotlinski (248) 476-6786.

15th ANNUAL MID-WINTER INDOOR FORD SWAP MEET
 SUNDAY, FEBRUARY 22, 1998 9 AM to 3 PM
 at GORNO FORD 22025 Allen Road
 in WOODHAVEN, MICHIGAN
 SWAP MEET HELD SNOW or SHINE Browsers \$2 Vendors \$10



Contact:
 Kurt Fredrickson (313) 427-2449
 INFO LINE (313) 980-3936

SHELBY LIFE
 50 Glenshire
 Troy, MI 48098