


SHELBY LIFE

OFFICIAL PUBLICATION OF THE MOTOR CITY REGION

AUTUMN 1998

GORNO  USED CARS
& TRUCKS

JACK ELDER MEMORIAL CAR SHOW

RENEW YOUR MEMBERSHIP NOW

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
Show Director	Mark Corich
Advertising Director	Phil Jacobs (248) 879-8557
Competition Director	Larry Jacobs (248) 681-4574
Associate Director	Bill Rowe
Membership Director	Rich Tweedle (810) 791-0279
Editor	John Guyer (248) 528-3022

Election of Officials at December 3rd Meeting.

For anyone who is interested in how the club is ran or if it continues should come to the regular monthly meeting the first Thursday of December at Mama Mia's Restaurant.

Need New Editor!

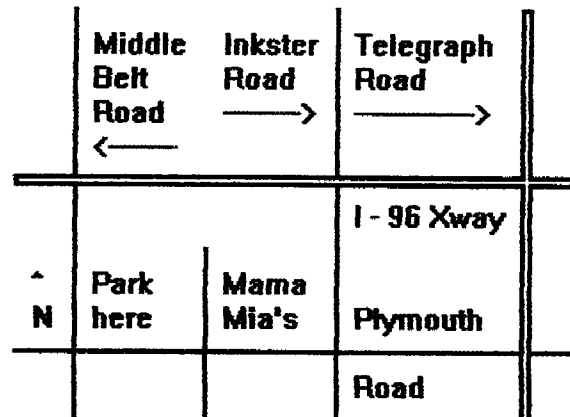
Your Editor is leaving to pursue other career opportunities. If the Newsletter is to continue some person or persons will need to take over this position.

CALENDAR of EVENTS for 1999:

SATURDAY, FEBRUARY 6, 1999
HOLIDAY PARTY AT CARAIL IN DETROIT, MI. RANDY (734) 692-3390

SUNDAY, FEBRUARY 21, 1999 WINTER SWAP MEET AT GORNO FORD IN WOODHAVEN, MI.

LOCATION FOR OUR MONTHLY MEETINGS



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. Pizza at 7:00 PM. Meeting at 8:00 PM.

Thanks to *John Moore* for the cover photo on this issue.

Visit our web site at www.saac-mcr.com

November 22, 1998

My Dear Friends,

I thought I had been editor forever and would continue for a long time to come. An actual check shows it's not even close.

Before 1981 when there was an event we sent information to the national club to put in that newsletter what ever it happened to be. We sent out flyers to those we thought would be interested. This was part of putting on each event whether it was a picnic, Show & Go, a road rally, or whatever. The only follow up was if someone sent a report to the national newsletter.

Don Webb, of Midwest Tiger Owners Association fame, was our first editor in 1981.

Grant Martin started 1982, I took over in the spring of '82 and relaxed in '85.

In 1986 one issue was produced by Miss Linda Le Blanc.

Dean Ricci revived the newsletter and set high standards in '87 and '88.

Kurt Fredrickson did a great job from 1989 thru 1991.

In 1992 I again took over with a more relaxed plan of four issues a year most of the time.

In 1983 the club did a calendar, this idea was reused starting in 1992 with 1999 in progress.

So much for having done this forever. And what about doing it for a long time to come? Fortunes change. I have worked and traveled to many parts of the country, but Michigan has always been my home. This is going to change. In the first half of 1999 Irish and I are moving to Illinois, most likely a western suburb of Chicago. This will not end our association with SAAC-MCR but it will sure slow it down.

The Shelby Club has gone thru some highs and lows, I always said as long as I was around it would always be here, it might be only a picnic in a park but it would be something. I'm sure the club will continue without my being here.

If you're still reading this, perhaps you are also interested in the club continuing on. We have survived with little or no newsletters before but I'd like to think we do better with one.

Dean Ricci has done an excellent job with the club web site (www.saac-mcr.com) but not all of us are part of the twenty-first century and still get U.S. Mail not e-mail. Besides it's hard to juggle the laptop while sitting in the bathroom.

Bottom Line: We need a newsletter, consider being it's editor.

Sincerely,
John C. Guyer

**SAAC - MCR
HOLIDAY PARTY
SATURDAY,
FEBRUARY 6, 1999**

at

**CARRAIL
17455 GRAND RIVER AVENUE
DETROIT, MICHIGAN 48227**

**for information call
RANDALL BETKI
734 692-3390**

Future Shock

by Steve White

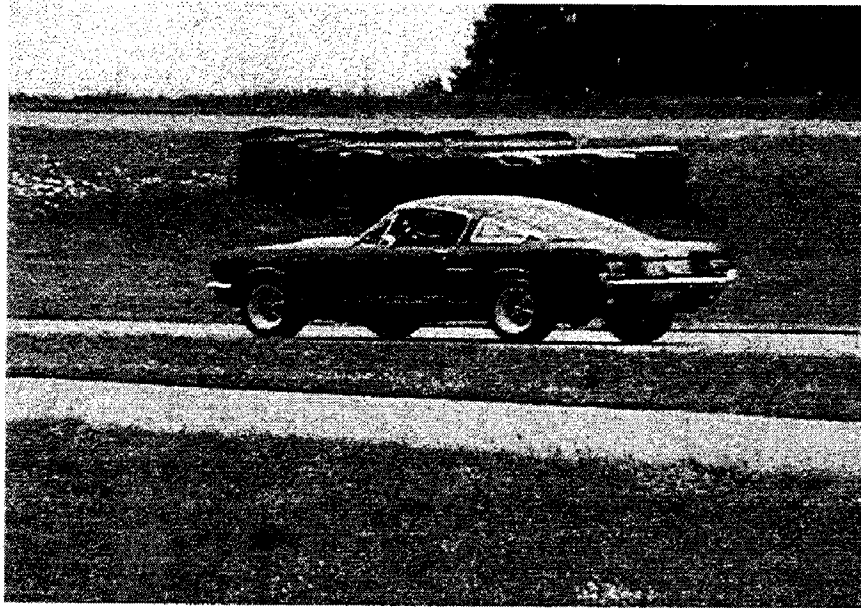


photo by Julie Bornuso

What if there was a Shelby Club Open Track event & no Shelby's showed up? A silly question you say? The possibility is closer than you may think. In fact, it may have already happened, & I just don't know of it's occurrence. At the three SAAC-MCR events I participated in this year, Gingerman, & the Labor Day Classic & Harvest Happening at Waterford Hills, there was only one true Shelby-American product present. By this I am referring to the cars produced & sold by Shelby-American from 1962-1970. Oh, there were a few products linked to Carroll Shelby, such as Shelby Dodge Daytonas, Cobra replicas, a Viper, & a GT350 replica, but the bulk of the participants were late model Mustangs & other brands. While I'm not complaining too much about the late model Mustangs, as the availability of cars, top-up parts, & affordability coupled with the truly awesome everyday & track performance is envious, it's the lack of Shelby's upholding the legend that has me concerned.

I know it's hard to bring out a classic & subject it to such tortures, especially considering the value of the cars & the history they hold with their limited numbers, but isn't this why Carroll created these legends of steel? There are a number of cars that are vintage raced, & therefore don't usually come out to the Open Track events, & that's OK because they are doing their part to carry the candle. But what about all these other cars? I know that there are examples that are too pristine & are keepers of history by representing how these cars were made, but how many are required & what of all the others? While the driver may be nowhere near the fastest car out there, at least he's having fun, enjoying his car, & trying to do his part for the Shelby legacy.

By comparison, our neighboring regions seem to have a better turnout from my experiences. The Ohio SAAC Region Open Track at Mid-Ohio pulled in several Shelby's, Cobra's, & even a GT40 & Cobra Daytona Super Coupe. Likewise for the Northwoods Region at Road America.

It is now time to ask yourself "WWCD?" - What Would Carroll Do?

ELECTION AT DECEMBER MEETING

President

Coordinator, administrator. Deals with things such as insurance, club liabilities, legal actions, etc ... All board members report directly to the President, and as such the President oversees all activities of the members of the Board of Directors.

Secretary

Takes the minutes at Board Meetings and General Membership meetings. Supplies newsletter editor with meeting minutes from each General Membership meeting.

Treasurer

In charge of all finances. Treasurer has authorization to reimburse club members for expenses incurred upon production of a receipt for said expenses.

Competition Director

In charge of all "moving" events, track rentals, security, ambulance services, track events administration, etc ... Required to submit a budget to the Board of Directors of all expected expenses and projected income of all moving events. Cannot spend club funds without prior approval from the Board of Directors.

Car Show Director

In charge of putting on car shows. Has the authority to appoint as many assistants as needed. Required to submit a budget to the Board of Directors of all expected expenses and projected income of each event. Cannot spend club funds without prior approval from the Board of Directors.

Advertising Director

To place ads as directed by the Board of Directors. Responsible for advertising content and distribution. Gets approval on contents of ads before they are published. Responsible for creation and distribution of advertising flyers for all club sponsored events.

Membership Director

Keeps track of membership renewals, makes sure addresses and phone numbers of membership are current. Distributes membership cards to paid members annually. Prepares and distributes membership renewal notices via First Class Mail. Produces all mailing lists as directed by the newsletter editor and the Board of Directors.

Editor

In charge of the quarterly publication "Shelby Life". Oversees layout, printing and distribution of the publication. Prepares a budget for four (4) issues of Shelby Life per year and submits budget to the Board of Directors for approval.

1999

SAAC - MCR Yearly Planner Info # (313) 980-3936

January						
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31						

January

7
7:00 PM SAAC-MCR Meeting

February

4
7:00 PM SAAC-MCR Meeting

6
SAAC-MCR Holiday Party

21
Mid-Winter Swap at Gorno Ford

March

4
7:00 PM SAAC-MCR Meeting

April

1
7:00 PM SAAC-MCR Meeting

May

6
7:00 PM SAAC-MCR Meeting

21
22nd Shelby Spring Fling Joyce Yates (812) 988-7146

22
22nd Spring Fling

23
22nd Spring Fling

June

3
7:00 PM SAAC-MCR Meeting

6
Show & Go 24 Car Show at Ford World HQ

7
SAAC-MCR Drivers School at Waterford Hills

25
SAAC 24 National Convention at Michigan Speedway

26
SAAC 24

27
SAAC 24

July

1
7:00 PM SAAC-MCR Meeting

24
Hot Laps at Ginger Man (Date NOT confirmed)

30
Meadowbrook Historic Races (Date NOT confirmed)

31
Meadowbrook

August

1
Meadowbrook concour d' elegance (Date NOT Confirmed)

5
7:00 PM SAAC-MCR Meeting

September

2
7:00 PM SAAC-MCR Meeting

5
SAAC-MCR Track Event (Date NOT Confirmed)

19
Sixth Annual Jack Elder Memorial Car Show at Gorno Ford

October

3
SAAC-MCR Track Event (Date NOT Confirmed)

7
7:00 PM SAAC-MCR Meeting

November

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7:00 PM SAAC-MCR Meeting

December

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7:00 PM SAAC-MCR Meeting

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Jack Elder Show

Best Shelby

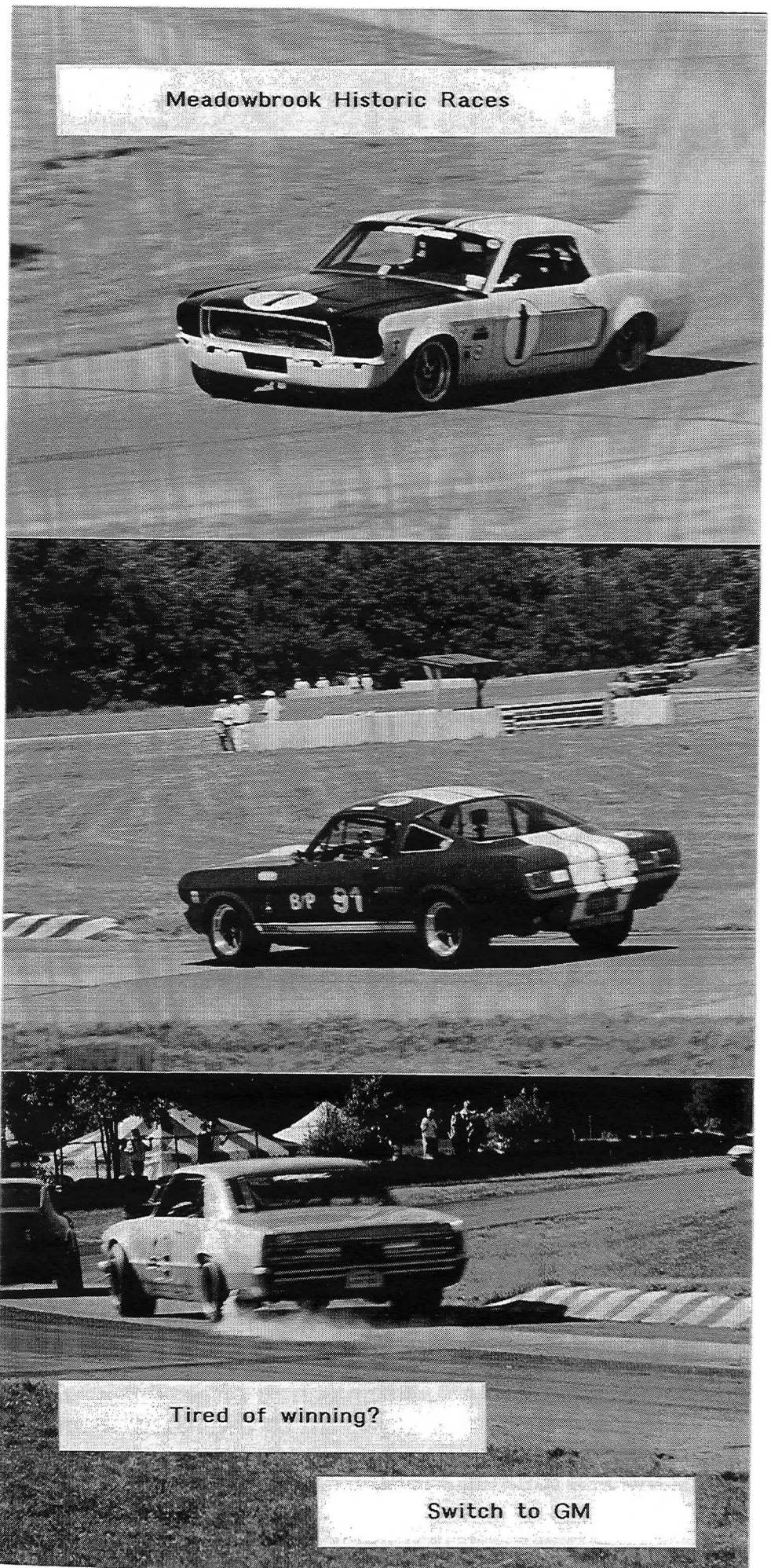


Best Mustang





all Colour Tour



Meadowbrook Historic Races



Tired of winning?

Switch to GM

The Battle for "The Experience" is lost in Michigan

by Dean V. Ricci



November 1, 1998 - Las Vegas, Nevada - The battle for the yet to be constructed "Mustang Experience", Ford Mustang Museum complex was officially lost today, as the remaining two cities in contention for the museum were announced. Both Orlando, Florida and Atlanta, Georgia are the remaining two sites on the list of hopefuls. Other finalists at one time were both Dearborn and Detroit, Michigan. Indianapolis, Indiana was also a site of interest. The announcement was made today by Museum President Bill Dillard at a Mustang Owners event held at the Freemont Hotel and Casino in Las Vegas.

No real reason was given for Dearborn and/or Detroit Michigan not getting the site. But it is believed the cold climate in the State of Michigan had a major bearing on the museum not being located somewhere in southeastern Michigan, the birthplace of the Ford Mustang.

Two of the sites that were offered by the City of Detroit, were the Michigan State Fairgrounds and the "soon to be" former site of Tiger Stadium. It is well known Mayor Dennis Archer made a valiant attempt to get the museum located here.

For the museum to be located in Dearborn, Michigan -- it was known that a Museum only complex on the grounds of Greenfield Village was the preferred site. But a complex located at the site of the original Ford World Headquarters building, which was recently torn down was another option.

The "Mustang Experience" is planned to be more than just a car museum. The founding fathers are looking to build a self supporting complex, which will feature an outdoor theater (similar to Michigan's Pine Knob theatre) as part of the planned 80 acre complex. It was announced today that the Ford Motor Company will be donating 1.5 Million dollars towards getting the complex built.

Both the cities of Orlando and Atlanta are offering sites that draw tourists on a regular basis. Atlanta has offered the committee six potential sites, including property adjacent to the Road Atlanta Motor Sports Center in Braselton, Georgia. Don Panoz (owner of Road Atlanta) would like the museum located close to both Road Atlanta and his luxury resort near the track.

With the Mustang's dominance of SCCA road racing back in 1965 and 1966 - it would be fitting to have the museum as part of one of America's premiere road racing tracks. And with Atlanta Motor Speedway not too far away, this could expose a lot of NASCAR fans to the wonderful world of the Mustang hobby.

The Mustang Museum effort is being undertaken by a dedicated group of volunteers, including Austin Craig and Jeff Burgy, both active members of our Motor City Region of SAAC.

For up to date information on the museum project, follow the link to their web site at: www.mustangmuseum.org

Early Pony Stud

by Steve White

For those who may have ever wondered, yes you can remove the cylinder heads with the engine installed in an early ('65-'66) Mustang while using head studs. I had shied away from head studs on several engine builds because it did not look like it would be possible to remove the heads & clear the studs without hitting the shock towers.

Due to numerous head gasket sealing problems, I decided to step up to head studs on my most recent engine build up. Through no desire or plan of my own, I had to find out if the heads could be removed while the engine was in the car. Lucky for me, I discovered that they could. While there may only be ½ -1 inch clearance between the head & shock tower after the studs are cleared, that's all it took. You just have to be careful when things are that tight so you don't scrape the head gasket surface across the studs when removing them.

The situation on a '67 or later early Mustang should be even better, as their engine bays are even wider.

Armageddon Eagle Eye

by Steve White

How many of you notice the Shelby connection(s) in one of the summer's "blockbuster" movies, Armageddon?

In the closing credits, it indicates one the characters name was Astronaut Pete Shelby. He must have been one of the official astronauts on one of the two away teams, as I don't recall his character or name during the movie.

Also, when Bruce Willis's character goes to plead for his young protégés help in the world saving task, they a talking at the protégés start-up oil field. In the shadows of the setting Sun as the scene ends, it looks like there is a '66 Shelby on jack stands. At least that's how it looked in that light & quick shot.

I guess I'll just have to be in line at the video store on November 11th when the video goes on sale to answer the questions for sure.

SHELBY AMERICAN REUNION

Shelby American Reunion Date: September 19, 1998 Place: Chrysler presents Motor Trend Thunder Historical Road Races Marine Air Corps Air Station - Tustin, CA

Go back about 33 years and look at what the newspapers and car magazines were headlining. If you are old enough, you will remember something like "Shelby Wins World Championship". A remarkable achievement, and who made it happen? The dedicated employees at Shelby American. A fairly young group, these "donkeys", as some refer to themselves as, worked day and night preparing and transporting cars to races in the US and in Europe to overcome huge odds and become world champions, winning the FIA Manufacturers World Championship at Reims, France July 4, 1965. And where are these champions now?

On September 19, 1998 at the Chrysler presents Motor Trend Thunder Historical Races, Marine Corps Air Station, Tustin, CA (VARA scheduled event), about 50 drivers, mechanics, designers, fabricators, body and paint men, parts guys and more joined Carroll Shelby, the Grand Marshall of the event, for lunch.

Coming as far away as Pennsylvania and Georgia, they met, some of them for the first time in over 30 years, and shared priceless experiences. Watching them approach the tent with apprehension on their faces followed by total joy when seeing old friends and teammates was a most moving experience.

The weather was perfect, the sounds were correct and the chatter was non-stop. Near the end of the luncheon, Carroll was moved to say "This is the best day of my life" while he signed memorabilia and spoke with each past employee. He was the last to leave the tent with an ear to ear smile on his face.

It's times like this, we see so rarely, that focus so clearly on the spirit of vintage motor sports and lend some perspective as to why these cars are so important to us.

The organizer of the event is very grateful for those who made the reunion possible: Carroll Shelby Enterprises, Chrysler, Motor Trend, Los Angeles Shelby American Automobile Club, Advanced Engine Technology, Trigo Inc., Laser Tech Signs and the reunion committee (Don Chambers, Gary Giles, J.L. Henderson, Diana Kretschmar, Janet Marshall, Herlita Natividad and Bob and Sammie Shaw).

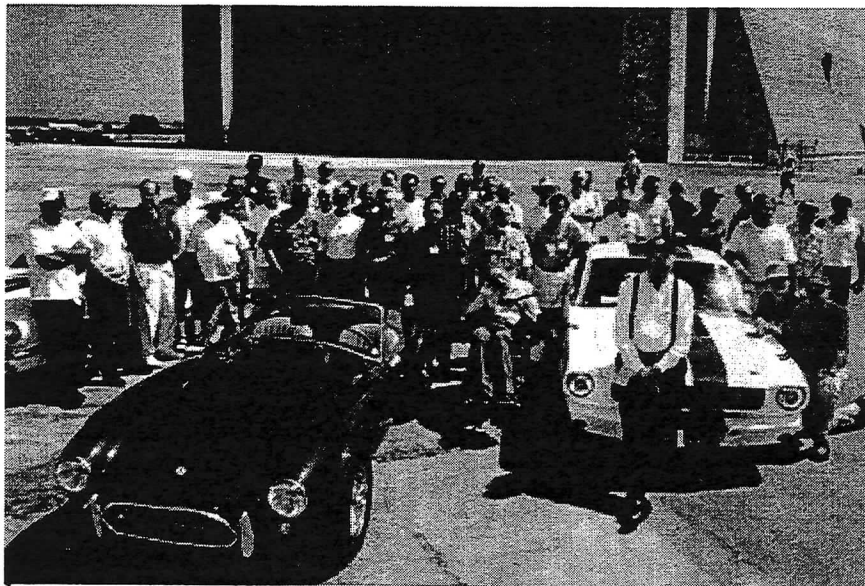


Photo by Lynn Park

Carroll Shelby Reveals the Truth About the Cobra in New Book

Remembering the Shelby Years -- 1962 - 1969
goes on sale in November to benefit the Carroll Shelby Children's Foundation

Perhaps no other automobile has so captured the attention of motoring enthusiasts, racers and the general public as the Shelby American Cobra. Today, 38 years later, the powerful Cobra continues to be the most widely recognized and replicated automobile of all time. While the Cobra has been the subject of many books, the whole truth has never been told, according to its namesake Carroll Shelby, who says this was the impetus behind the new book, *Remembering the Shelby Years -- 1962 - 1969*.

Author Dave Friedman, who was Shelby American's team photographer beginning in 1963, has vividly captured the upstart auto maker's struggles, memorable battles with Ferrari and its numerous racing victories in prestigious international competition. The compelling and humorous stories are told through a collection of exciting black and white photography and interviews with the unsung heroes who built and raced the Cobra.

"Pure and simple, my biggest wish is that this book will pay homage to the people who did the work," explains Shelby. "This time I want our people to tell their own stories - instead of people who have no idea what we did, but only think they know."

Friedman conducted interviews with 80 of Shelby American's employees, drivers and others who were instrumental in the company's success. From the unglamorous and hard working roles of team mechanics, crew chiefs and transportation coordinators to the higher profile positions of sponsors and team drivers, the book takes readers back in time and behind the scenes to see what really happened.

Included among the interviews are Bob Bondurant, Dan Gurney, Phil Hill, Parnelli Jones, Augie Pabst and Roy Salvadori who each share their own personal reflections of their role in the Cobra. "It was a fascinating journey through time, and trying to find some of these people was a real adventure in of itself," says Friedman.

The book is published by The Carroll Shelby Children's Foundation which Shelby founded in 1991 for the benefit of young heart transplant recipients. All proceeds from the book's sale will benefit this charitable organization.

The 300-plus page hard cover book goes on sale in late November and will initially be available exclusively through the Carroll Shelby Children's Foundation. *Remembering the Shelby Years -- 1962 - 1969* has a retail price of \$60, or \$85 for a personally signed copy from Shelby, plus shipping and handling.

To order a copy of *Remembering the Shelby Years -- 1962 - 1969*, or for additional information, please write to: The Carroll Shelby Children's Foundation, 19021 So. Figueroa St., Gardena, CA, 90248-4510, or by calling (310) 327-5072.

Yes, Carroll, I would like to make a contribution!

Amount of donation: _____

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Please print out the above graphic and send in or simply send in your tax-deductible donation to:

Carroll Shelby Children's Foundation
19021 South Figueroa Street, Gardena, California 90248-4150
(310) 327-5072 Fax (310) 538-0419 Fed ID #95-4342625
WWW.CARROLLSHELBY.ORG

Motorsport Museum gets a Permanent Home

by *Dean V. Ricci*

October 23, 1998 -- Detroit, Michigan -- In a well received announcement today, Governor John Engler announced that the Motorsports Hall of Fame and Museum, currently located in an old Coca Cola bottling plant in Novi, Michigan -- will be moving to a permanent home at the Michigan State Fair Grounds in Detroit.

After a failed attempt by the City of Detroit to locate the proposed Ford Mustang Museum there, the Motorsport Museum will be a welcomed addition to the Fair Grounds complex. It will be the first 12 month a year attraction located at the fairgrounds complex.

The museum and its collection of Cars, Plaques and Awards will be moved to the State Fairgrounds facility by the year 2000 for its permanent home.

The Motor Sports Hall of Fame, which has been temporarily housed at the Novi Exposition Center, will renovate the 34,000-square foot Rabbits & Poultry building to become the fairground's first year-round exhibition. State Fair officials say it's the first of what they hope will become several permanent attractions at the 94-year old fairgrounds at Woodward Avenue and Eight Mile Road.

"This museum adds significantly to the stature of our grounds," said John Hertel, the State Fair's general manager. "It demonstrates that we are a year-round location. We're heading more and more in that direction."

The Motorsports Museum features contributions from all forms of racing, including Indy cars, dragsters, motorcycles, boats and airplanes. Its board of directors includes Metro Detroit auto executives and racing stars such as Mario Andretti and Shirley "Cha Cha" Muldowney. Carroll Shelby is one of the racing pioneers that have been inducted into the Hall of Fame.

The State of Michigan will contribute about \$1.3 million to the project, which was announced at today's news conference by Hertel, Gov. John Engler, Councilman Gil Hill and racing luminaries. In return for a contribution, the state will get 100 percent of the parking proceeds and an unspecified percentage of gross sales at the museum. It also hopes to boost fair attendance, which rose 11 percent this year.

"We are continuously looking at ways to extend activities at the fairgrounds throughout the year," said John Truscott, Engler's spokesman.

"There are a number of confidential things in the works right now that would bring people to the city and to the fairgrounds."

The Motorsports Museum has been staffed by a group of volunteers since its inception. Today's announcement is a crowning achievement to their efforts.

**SHELBY AMERICAN AUTOMOBILE
CLUB MOTOR CITY REGION**

**MEETING MINUTES Oct. 1, 1998
By Charlie Safley**

New [??] faces recognized... Rodney Beckwith IV.

Competition report...announcement of Waterford event 10-4.

Tech exchange featured comments related to problems encountered with the use of non-OEM air filters; buy original!

Watkins Glen Report...Tom G. had oiling problems and lost a motor, but had great time. It was the 50th anniversary of racing at Watkins Glen, and featured a recreation of the original course through town. In spite of the motor problem, he had a good time.

Treasures Report ...Last month balance \$16,110. Jack Elder show lost \$250. Other bills were paid left a balance at the time of meeting at \$14,991.

Show Report...Jack Elder show had a good turnout with 48 cars in hand. Check the website (www.saac-mcr.com)

Membership Report...125. Remember to renew 1-1-99!

Good News SAAC 24 will be at MIS !!

Pres's. Report...Jackets: not enough interest to justify ordering any. Christmas party: plans underway, more news in Nov. Elections: Need Ad director and Show director positions filled.

Meeting adjoured.

**MEETING MINUTES Nov. 5, 1998
by Craig Shefferly**

Meeting start 8:12pm.

New faces - There were three.

Dean was volunteered to help on the Mustang Museum Web Site.

Sept. track event went well - Oct went well, sell out for both. Larry thanked everyone as he stepped down from comp director.

Tech Exchange - Ford SVO radiator problem, supposed to be bolt in, finding they had some built wrong. Taurus SHO rotor problem, bad fit which causes studs to break off.

\$13,303 in bank.

John C. Guyer will be moving next year.

January *MUSTANG & FAST FORDS* old vs. new Mustang power curve.

Ford gave \$1.5 Million to get things started for Mustang Museum.

Web Site - Very good job Dean!

143 members, 9 renewals so far.

Swap Meet - February 21, 1999.

We have now bought a club trailer.

Elections next month.

Christmas party - Greenfield Village or Carail? Carail won. Randy Betki will make arrangements.

CLASSIFIEDS

FOR SALE:

Various parts, many early Shelby Mustang, lighted *PANTERA* Dealer sign, call Ben (248) 738-5381

WANTED:

Hinge spring for '65-66 fastback fold-down rear seat trap door.
Steve White, (248) 363-0731 evenings 7-10PM EST & weekends.

FOR SALE:

Griggs Toque Arm (400 lbs ft., set up for T/A girdle) \$375, Carbon Kevlar REAR brake pads (fits Cobra caliper) one new set and one used set \$75 for both, New rear axle shafts (part # F4ZZ-4234-B) from Motorsports M-2300-K brake kit \$90 for pair.
Gene Kotlinski (248) 476-6786.

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. Goodyear D60x13 Rally GT tires or Equivalent. Randy Betki (313) 390-9961

FOR SALE:

1990 White Bronco II, Roll bar, CD, Class III hitch.
Jeff Burgy (248) 366-3090.

FOR SALE:

(4) Polyglass GT tires F70-15 original made in USA \$400. o.b.o. Craig Shefferly (810) 698-8825.

WANTED:

HiPo C-4 trans, complete or parts. Late model Cobra R mags, cheap (blems?). 16" Explorer 5 slot wheels.
Jeff Burgy (248) 366-3090

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WANTED:

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:

1966 Shelby GT350. Unrestored. Good sheet metal, easy restoration. \$25,000 includes most parts to restore. Red / Black.

1966 Mustang coupe. Restored to show quality. White / black Cal. car with 289 - 2V, P.S., P.B., auto. \$10,900 OBO. Chuck (313) 381-2384 after 6 PM.

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1987 Ford F-150 2wd. 8' box, loaded, 5.0, auto., excellent condition. \$4000. Phil (810) 879-8557.

FOR SALE:

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

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Club T-Shirts \$5.00 L, XL and a few XXL. Red, white, or blue. Craig Shefferly. (810) 698-8825

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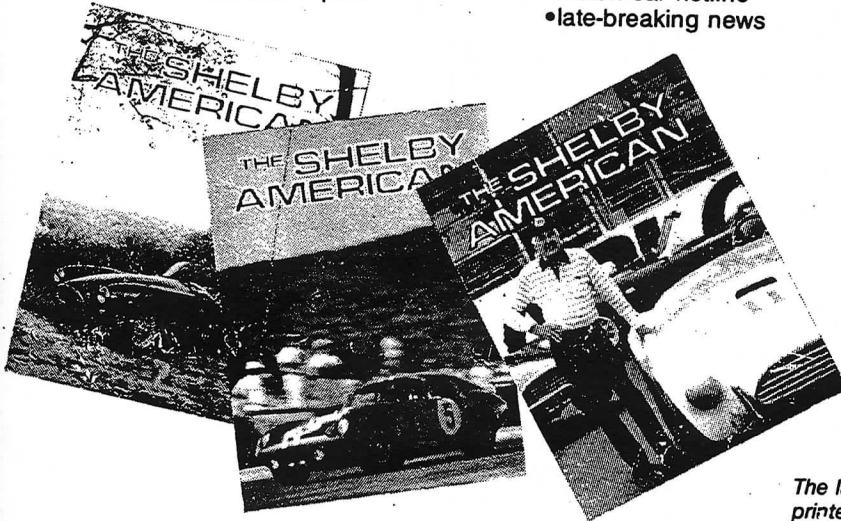
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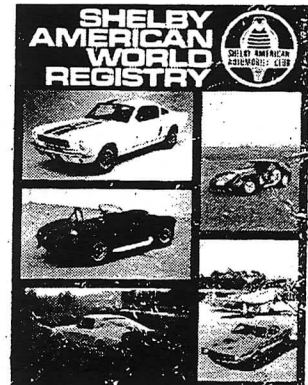
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