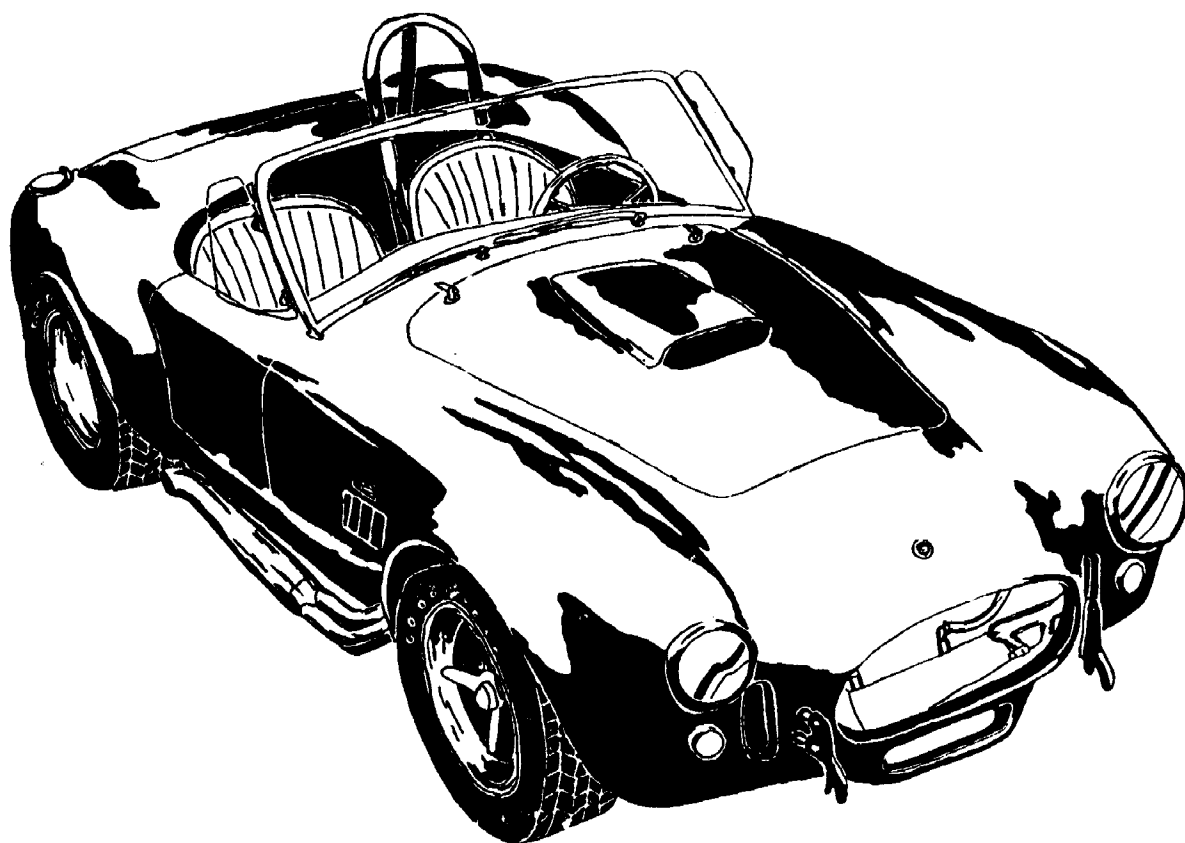


SHELBY LIFE

January / February 1987

Volume: 12 Number: 1



Your Club Publication
HAS RETURNED !



SHELBY AMERICAN AUTOMOBILE CLUB

MOTOR CITY REGION

PRESENTS

SHOW and GO XII

MEMORIAL DAY WEEKEND

MAY 24 & 25, 1987

AAA HEADQUARTERS

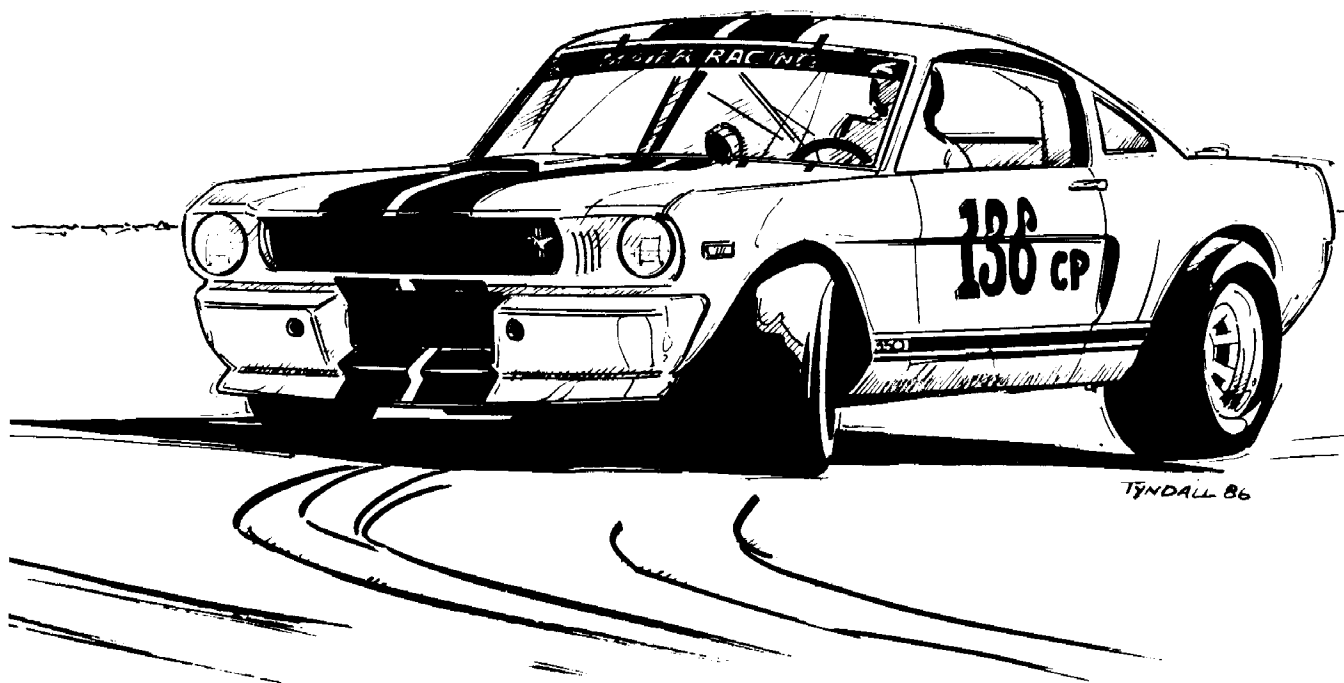
Dearborn, Michigan

"Show & Swap Meet"

Waterford Hills Road Course

Waterford Hills, Michigan

"Go"



For further information, contact:

SHELBY AMERICAN AUTOMOBILE CLUB

Motor City Region

P.O. Box 4008

Dearborn, Michigan 48126

COBRA ■ SHELBY ■ TIGER ■ FORD G.T.

Shelby Life

The official publication of the Shelby American Automobile Club's Motor City Region. Opinions expressed in this publication are not necessarily those of the Motor City Region of SAAC, its officials, its members, the publisher or advertisers.

SHELBY AMERICAN AUTOMOBILE CLUB
MOTOR CITY REGION
P.O. Box 4008
Dearborn, MI 48126

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1/4 Page \$ 2/per issue
Business Card \$ 1/per issue

1987 Motor City Region Board of Directors

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- Mike Reimenschnieder	(313)

SAAC - MCR 1987 Calendar of Events

May 17 All Metro Detroit Area Ford Club's Joint Exhibition at Hunter's Square Shopping Mall 420-0398

May 24, 25 SAAC - MCR Show and Go XII - All Ford Car Show at AAA Headquarters in Dearborn. Open track event at Waterford Hills Road Course. 420-0398

Sept 20 SAAC - MCR Third Annual Fall Car Show and Swap Meet held at Gorno Ford, Woodhaven, MI 420-0398

PIZZA HUT ----> ☐

Meetings

Monthly meetings of the Motor City Region are held on the first Thursday of the month at the Pizza Hut on Telegraph, just north of Interstate 96 (Telegraph Exit). Meetings start at 7 p.m. Pizza is \$2/per person.

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Getting it Back on Track

By Dean V. Ricci, Editor

The Motor City Region (MCR) of the Shelby American Automobile Club has always enjoyed a healthy and happy existence here in southeastern Michigan. It traditionally has been a club small in number of members, but large in number of activities.

The MCR has been well known and respected for the events it puts on, but as a club it has also been well known for not being able to produce a club publication with any type of regularity in recent time. It's a problem that's easily understood. The club has had editors in the past, but they eventually leave and pursue other paths. Unfortunately, when an editor leaves, usually the publication just goes dormant for awhile. Such was the case for the MCR in 1986.

Motivating an individual to be the editor for the club publication is no easy task. It always comes down to "I'm doing all this work and what am I getting in return?"

To make a long story short, rest assured that for 1987 there will be an issue of SHELBY LIFE coming to your mailbox every other month, simply because I am committed to doing so.

A little history on myself and how I came to put this issue in your hands. I have been a member of the local region of the Sports Car Club of America ever since the completion of the first Detroit Grand Prix. In October of '84, I put out the first issue of that club's publication, "OPEN EXHAUST". The Open Exhaust has grown over the years into a well respected and widely read publication, mostly due to participation and support from the members of the region. Support is the key element.

Now that we have the ways and means to produce a bi-monthly publication, we obviously need information to fill the pages. This is where you, the members play an important role. You all have an invitation to contribute articles to Shelby Life anytime you see fit, provided the information submitted will prove to be of interest to our membership.

There always has been a mis-conception in car clubs that the "fool" who takes on the position of editor, is also responsible for writing all the articles. I don't know why that is, but I certainly don't intend to have my byline appear on every page.

Now that Shelby Life has come back into the fold, don't sit back and point fingers. Get involved and contribute. It's always been the standard at our events, let's give the same respect to our publication. It's your move!

Show and Go XI

By Tom Greene, MCR Director

Show and Go XI is history. We saw some of the nicest cars in the country at the show. At the go we saw some of the fastest and most interesting. One of the most exciting things I experience is watching and listening to the 15 to 20 year old cars out there running as fast or faster than they did when they were on the race tracks as the "new kids on the block". There is one distinction, however, that these cars have which is not all that desirable.

Before the shouts of "impeach the blaspheming SOB" go out to the world, let me explain. The braking systems which were touted as the best available 20 years ago are sorely lacking by today's standards. When you step on the brakes at considerably faster speeds than the legal national speed limit, you need the car to slow you down NOW. Bear in mind that most of us who are baby boomers or slightly older are lucky to be alive considering the crazy things each of us have done at one time or another in vehicles of the muscle car vintage. The 65/66 GTO was a classic example of how to make a car go fast in a straight line with little consideration of slowing (much less stopping) from high speed.

The intent of this somewhat verbose triade is conveying the idea that when we are in the midst of rebuilding or refurbishing our cars, pay particular attention to the stopping mechanisms. For the non-concours type vehicles of the 65/66/67 4 piston disc brake variety it may well be worth while to update the brakes to the more reliable single piston, floating caliper variety.

The addition of rear discs may also be a good move. These modifications are accepted by the vintage race folks and (as exemplified by Bob Varcoe's Mustang Coupe) are very effective in

adding some much needed stopping power. Of course, if you are opposed to making these modifications to the car, remember that your car just doesn't have the whoa power that the cars in front of you do and drive accordingly.

In the next issue, perhaps we can prevail on Bob Varcoe to write a technical article on the parts required for, and problems encountered during the conversion.

**Now's the time to get
your prized automobile
ready.**

**Ready for the most
exciting "GO" event ever
to be staged by the
Motor City Region.
Prepare for the
Waterford Hills Open
Track Event !**

With the advent of all the "LETTER CARS", like the K car and the J car, etc., this friend of mine, Billy Snail, wanted a car of his very own. Billy who was a very fast driver, had a large "S" painted on every panel of his car.

When I asked him why he chose the letter "S", he said he was tired of jokes about being "slow as a snail!" He said now every time I speed by, everyone will say, "Look at that Escargot ("S"-car-go)!"



Top Pony Polished Up for '87

DEARBORN, MI -- The Ford Mustang rolls into 1987 with sleek new styling and a high-performance engine -- characteristic of the car that has made driving fun for more than 20 years.

"Since the car's introduction in 1964, over five million Mustangs have been sold," said Robert L. Rewey, Ford Motor Company vice president and general manager of Ford Division.

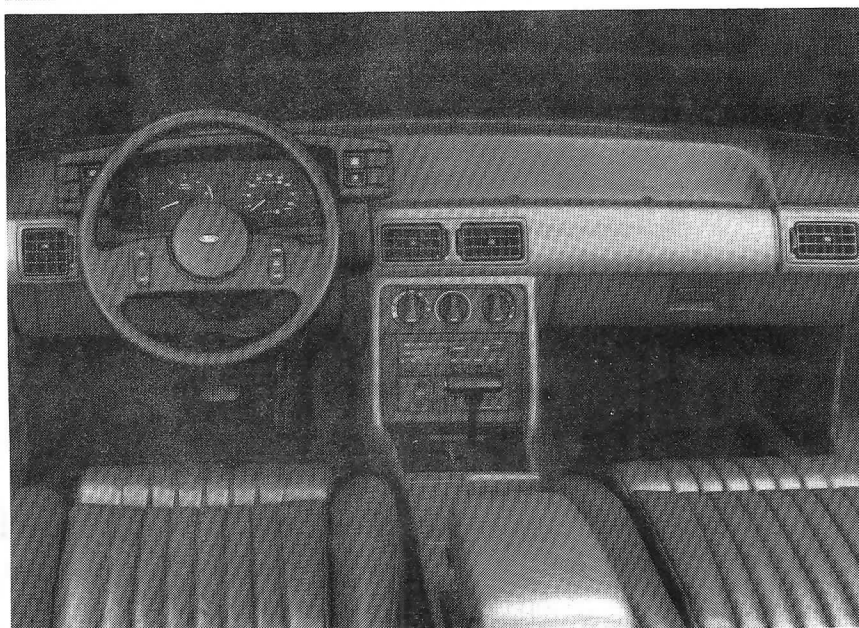
Powered by a high-output (HO) 5.0 liter, multiple-port fuel-injected V8 engine, the new five-speed Mustang GT replaces the SVT model as Ford's "performance" car in 1987. A modified induction system and new cylinder heads boost GT's power output by 25 horsepower to 225hp -- the highest of any Ford car.

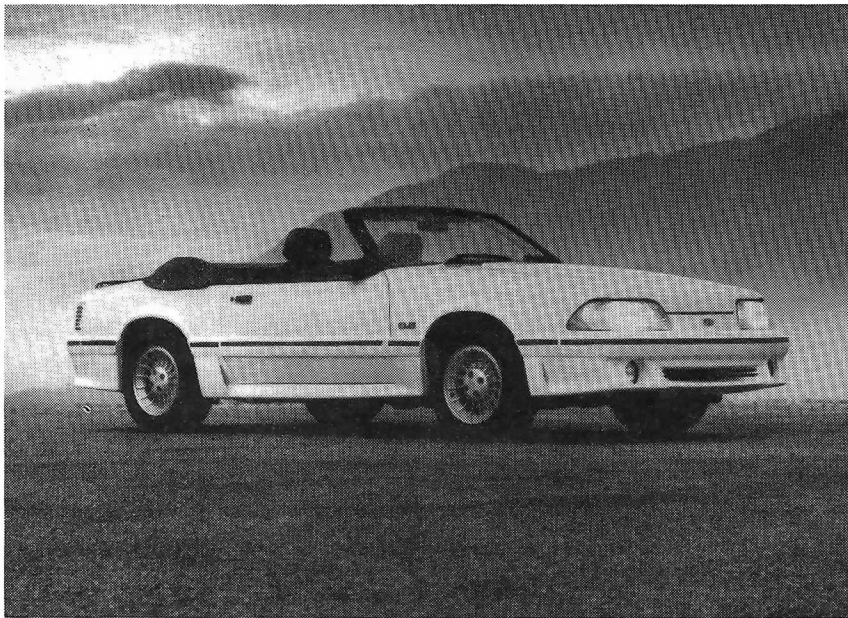
Drivers may choose the economical 2.3 liter EFI I-4 engine found in Mustang LX that also features multiple-port electronic fuel injection. Mustang LX can be optionally equipped with the GT's 5.0 liter HO engine and handling chassis features for added performance. Both Mustang GT and Mustang LX are available with a five-speed manual overdrive or a convenient four-speed automatic overdrive transmission.

Performance and style complement each other, and careful attention was paid to details that streamline the GT's profile for 1987, such as the sporty new air scoop grille, aero headlamps, Hella (R) foglamps and flared rocker panels.

The GT also features slotted, color-keyed taillamp appliques, 15-inch cast aluminium wheels and a large decklid spoiler on hatchback models.

Both the GT and LX are offered in hatchback or convertible models, with Mustang LX also available as a more formal sedan model. The 1987 convertibles continue to have power retractable tops with rear glass that can





be left in place even when the top is retracted.

Mustang's interior has been redesigned extensively for 1987, with an all-new instrument panel, side window demisters, pod-mounted switches for headlamps, easy to use rotary climate controls, longer armrests and a new console with offset parking brake handle and clamshell armrest.

Mustang GT includes comfortable, articulated sport seats with power-operated lumbar supports and a concealed thigh-support handle, tilt steering wheel, new storage bins in the quarter panels, an electronic AM/FM stereo radio with integrated digital clock, and optional, power dual-remote control mirrors.

The Mustang GT and LX have a number of new options available including seven-band equalizer with a six-speaker premium sound system, dual illuminated visor mirrors, and a 3.08 Traction-Lok axle for improved performance with 5.0-liter engine.

"whether the choice is an LX or a GT, Mustang continues to appeal to the driver who demands value and performance as well as comfort, convenience, and traditional sporty good looks," Mr. Rewey said.

STEVE 'n CATHY

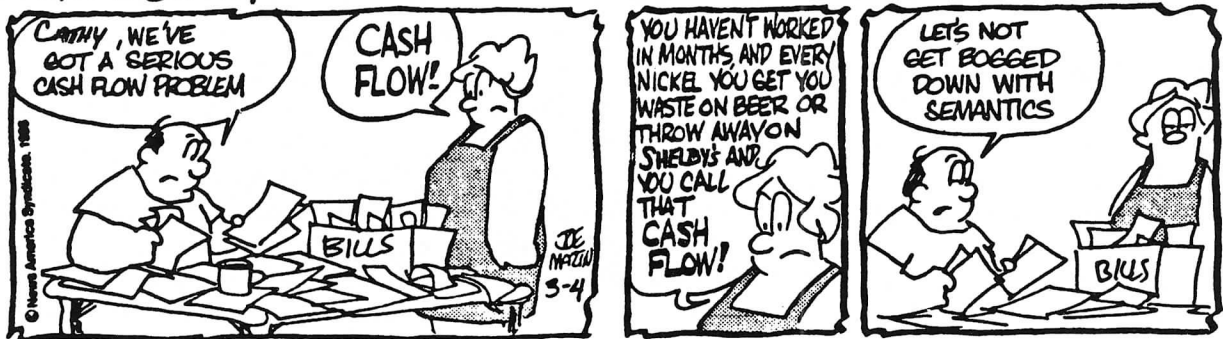




Photo by Phil Jacobs

Waterford Hills Sunday

By Steve White

In the true spirit of a Sunday Afternoon drive, a small group of our club members went out for a little drive. But this was not just your ordinary Sunday afternoon drive! No, the first Sunday of October of that year was the Corvette Club of Michigans' Open Track event at Waterford Hills road course. So why not renew the sparring that has been going on for twenty years between the REAL STEEL and the PLASTIC PARADE?

The afternoon turned out to be one of the cooler ones to date, with the sun playing peek-a-boo behind the clouds. Still, over 120 cars participated in the timed event, with obviously a majority being Corvettes as well as a sprinkling of foreign (BMW,VW) cars, late model Mustangs and Capris, Camaros, a Pantera and two '66 Shelys. For a fifteen dollar fee (in addition to the one dollar spectator fee) each driver was allowed to make three timed laps around the circuit. Each lap was not in succession, but you could get back into line for your next lap if you desired. Each run began from a standing start on pit lane, continued around the narrow, winding, uphill WHRRR road course of approximately 1.5

miles, and ended at the exit of the last turn before the front straightaway, then exiting off the track before the first turn.

Several of the members had been on the course previously to the days event, while others had never even seen the course before. The members and their cars included Tom Greene in his '66 GT350, Phil Jacobs in his "Flying" '71 Mach 1, Dean Ricci in his 20th Anniversary Mustang, Mark and Linda Corich in Linda's '85 Mustang GT, and yours truly was able to talk my 3 1/2 year old daughter out of her '66 GT350H for the afternoon.

Tom "Smoke them Tires" Greene recorded a best time of 89 seconds in his red 4.11 open rear end equipped "Son of Snake". "Flyin' Phil" Jacobs pulled in an impressive 86 seconds. Dean Ricci would have received the hard luck award if they had one, as upon leaving pit lane to take his second lap, his car had other ideas of what to do on this day.

The week prior to the event, Dean had his '84 into the dealer for routine servicing so he'd be all set to go for broke at the event. However, upon starting his second lap, ominous noises that sounded like valvetrain problems emanated from the engine bay. The event ended early for him.

The day would end with Dean's car getting a tow from Tom's truck, with Tom's wife in Dean's car and Dean driving Tom's Shelby. Although Dean felt bad about losing his engine, we



Linda Corich in the esses.



The view at the end of the day, taken from Shelby Whites' 1966 GT350H. Tom Greene's 66 Shelby, closely followed by Tom's truck towing Dean Ricci's '84 Anniversary Car (less valvetrain!).

[Photos by Steve White]

understand that driving the Shelby home sort of picked up his spirits!

The Corichs' decided what a better way to spend your anniversary than to take turns driving their '85 GT around the track. Mark got into the mid 80's, while Linda broke the 100's with a 97 second run on her first lap. And me in the Rent-A-Racer, well we won't talk about how I did. Well, OK. We will talk about how I did or didn't do.

Having never been to Waterford Hills, not knowing the full characteristics of the car, as well as extremely limited driving experience, I decided before even going to Waterford that I would use the event as a learning experience. It sure was good that I didn't want to set the world on fire, as I probably sent the Shelby movement back into the Ice Ages with my driving. Just call me "Slow Steve".

The first time out I motored around to an easy 120 second lap (as comparison, a decent lap for that class of car is in the 80's). I immediately got back into line since I at least knew where the corners were and wanted to hit it again while they were still fresh in my mind. Since I "knew my way around" now, I pushed it harder but still way off pace. I now knew the highest speed area was the back stretch where I could wind out in 3rd gear with the 3.89's in the rear. I drove in real deep (we're talking Toledo here) into the 90 degree right hander off the back stretch, jumping on the brakes to the fullest and starting the right turn while realizing I went too deep and consequently too fast. As I had my appendages full turning right and braking, I remembered I needed to be in 2nd gear exiting the corner. With arms and legs flailing, I downshifted but let the clutch out too fast so I could concentrate on turning and braking. That action kicked the rear end loose a bit, and didn't allow me to regain my composure coming out of the curve. If that wasn't enough of a screw up, on my first lap I thought I messed up since I didn't go back by the timing lights on pit lane. I was expecting only

CONTINUED.....

Waterford (continued)

one set of lights like on an oval track. Therefore, on my second lap, I made a tight turn off the last curve and started down pit road, only to find a pit worker running out waving his hands for me to stop. It seems they have two sets of timing lights, one to start and one to stop. I had turned the wrong way and missed the second set of lights, so I DNF'd. Just call me "Wrong Way White".

Time to study this a bit, check tire pressures, etc. I won't mention what the tire pressure was. Okay, one last blast. Now I knew what to do. Everything was going alright considering I was still driving too conservative and probably didn't have the right lines. Now I was on the backstretch again and remembering how I had misplaced my internal organs into my throat on the second lap, so I started braking. Then I realized I started braking too early. How early? How about Wisconsin? Well I already knocked off a lot of speed, and if I got back into it I'd just have to get back out of it immediately for the curve. So I just cruised into the curve and tried to pick it back up from there. I still didn't break the 100 second barrier, but was closer to it.

Well, I'd done what I wanted. I learned alot, mostly what not to do. The only drawback is I got so excited I wanted more. Unfortunately, discovering this new thrill ride was at the end of the season, where the only type of event remaining were two Autocrosses. I was excited so much I was going to go to at least one of them even though I knew it would be a much tighter course. I still had memories of my one and only Autocross event back in '75 with my 428CJ Mach 1, and therefore chickened out. In addition to learning, at least I went home with no marks on my new crash helmet, and no grass stains on the roof.

It'll be a long winter 'til next season. By then

I ought to have driven a zillion laps in my mind and be a Pro at Waterford. See you on Memorial Day !!!

Director's Corner

By Tom Greene

Welcome to a new year. It's 1987, 22 years after the first GT350 was born, 25 years after the first Cobra. Both the cars and their owners are getting better.

I just finished filling out the information for the next registry. I didn't exactly use the short form, there was 2 additional pages on both the 66 and 70, there was also a full page each on the other (2) '66s I've known somewhat intimately - one I owned - the other beat me severely only 17 years ago on a street in Missouri.

I was driving my '69 428 SCJ 4speed Mustang Fastback. We nodded - I pointed out toward Route 66 and we drove out there. The 428 ran fairly well - 13.60 at 104. We came out of the hole even. For about the 1st 1/2 second that is, then this black GT350H just drove away. We later became good friends, Smokey and I. Smokey's car had run very low 13's for some time. Later that summer, we took pictures of it at a 1/4 mile strip - yes folks, the front end was indeed off the ground!

These are the things which memories - no - legends are made of. We were in college, Smokey lived in a house with 3 or 4 other guys. There were 3 or 4 other members of a loosely formed but close knit group of guys who all shared the common affliction of CAR-FREAKISM. I had the slowest car of the group - imagine - top speed 140 - 104 mph 1/4 miles and I had the slowest car. Talk about humility lessons!

In the group were a '70 LT1 Z28, the GT350H, a '67 Fastback with a 289 (which is still in the

same owners hands and had been relegated only to drag strip duty - p.s. last report in 1981 was 11.10 e.t. at 112 - it's still a naturally aspirated 289), a 58 Thunderbird weighing in at just a tic shy of 2 1/2 tons, and lest we forget thee King of the Hill, the guy who dropped out of college and got a job making money at the Chevrolet Dealer, a 427 Corvette - that was really an aluminum headed 454. His quote was, you guys all have decent running small blocks - but there is really no replacement for Displacement. His Corvette would - I saw it with my own eyes - lift the front end. Both wheels, not just the left front like the GT350H and run 12.15 at 117mph. That was through the mufflers and on street tires.

But I've digressed for enough, even to the level of glorifying a plastic car. The main point here is the preservation of memories (even legends). Take the time to fill out those SAAC Registry forms and send them to the national office. The info will be kept on file to preserve the memories and information about the cars we all enjoy.

Know what's happening !

Call the
Auto Sport Hotline

884 - 4178

(recorded message)

Get all the
information on
upcoming
Car Club Events

Meeting Minutes

By Dave Allevato and Tom Greene

DECEMBER 4 1986

Having thoroughly enjoyed a scrumptuous report of Pizza and Liquids, the meeting was called to order.

Swap and Sell was announced with a few takers.

New Members were introduced including **Buddy Belzer** who moved back to the United States from Ireland. He owns a 1965 GT350. Also introduced was **Nyra Raymond** who just started working in Ford Engineering and owns an '85 Mustang GT and a '69 Fastback.

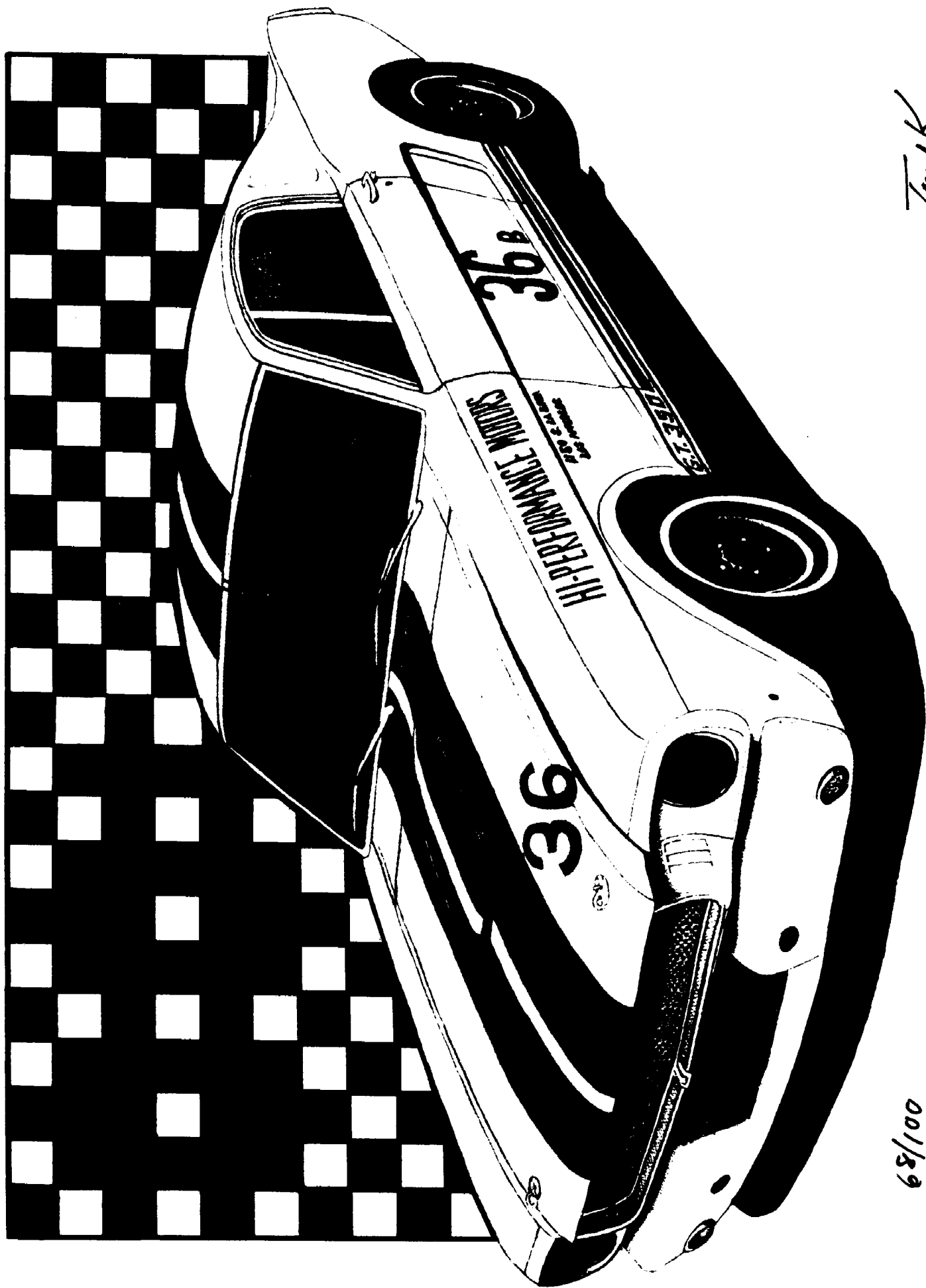
Financial Report. Lee Swonder sent the report in that we are still solvent.

National News. John Guyer reported that it was only 745 miles to Charlotte, North Carolina. Rental of a car hauler was briefly discussed.

Editors Report. James and Linda LeBlanc sent in the report that another newsletter was in the works.

Directors Report. The Children's Christmas Party was to be held on Dec. 7. Shelby and Amy White will be attending. Amy was born on November 26th at 3:25a.m. The Hunter's Square Mall car exposition is scheduled for May 17, 1987 with all the area Ford Clubs represented. Nominations for 1987 officers were made and results will be reported after the January elections. We have received a verbal authorization to advertise the Waterford Track for Show and Go XII, Open Track Event. We must obtain an ambulance and we will rent the services of the Michigan Turn Marshalls Association to police the circuit. We will have parade laps, tech inspection will close at 10:30am. We have the track from 8am to 5pm.

Items were discussed for Tech Info Exchange. The 50/50 drawing was held and the meeting adjourned shortly thereafter.



68/100

"A CHECKERED PAST"

Tony K
TONY KRASOWSKI

Meeting Minutes

By Dave Allevato and Tom Greene

JANUARY 8 1987

The normal social hour was enjoyed by all. The meeting was called to order at 7:53 by Tom Greene.

The elections of officers for 1987 results are:

Operating Director - Tom Greene
Competition Director - Phil Jacobs
Technical Director - Rich Tweedle
Show and Go Director - Mark Corich
Treasurer - Lee Swonder
Secretary - Dave Allevato
Membership Chairman - John Guyer
Technical Advisors:
Tom Ploch Clay Stroup
Mark Sabuda Jim Seisser
Mike Reimenschneider

Tresurers Report. The balance is \$3,161. We have enough money to finance Show and Go XII.

National News. Send your information for the registry in. The new registry will be so constructed so it will not self destruct.

Editors Report. Tom Greene reported good news. We will now have a bi-monthly newsletter. Dean Ricci is now our new editor. If you are reading this, than you'll know it's true.

Directors Report. There's no news on the previously planned Giant All Ford Clubs Show - watch this space. Remember Hunters Square Mall May 17th. (14 mile and Orchard Lake). A list of volunteers to work at the swap meet was collected. Jim Seisser has volunteered to make up the flyers for both the Winter Swap and Show and Go XII. We need a volunteer to place ads in the magazines for Show and Go XII. We still need some volunteers to get the best seat in the house at Waterford - and to run a stopwatch. The number of cars will be limited to 75 for the open track event. Kurt

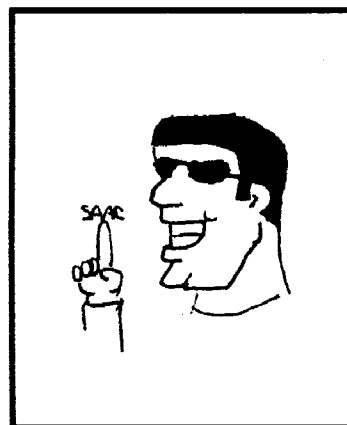
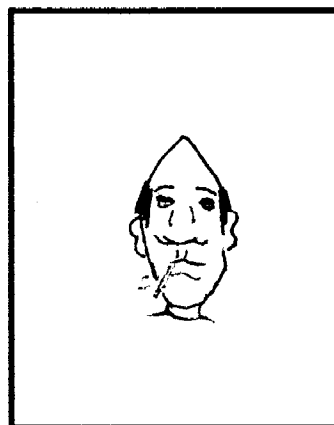
Fredrickson won \$20 in the 50/50 Drawing. Other goodies were given away to lucky ticket holders including GT350 posters donated by Bob Varcoe.

Notable Quotable

No matter what you think, Shelby people are different from the rest of us. It takes a special frame of mind, an understanding spouse, a friendly banker, and a mess of hair on your chest to handle the traumatic treatment involved in snakebite recovery. There are those sudden attacks of withdrawal that mean a no notice urge to roll it out of the garage and take to the streets. Anything in the way is subject to a twisted turn of fate and a serious assault to the ego - unless of course, *it's another Shelby*, then

Taken from the November '85 Issue of Mustang Monthly Magazine
..... Spotted by Steve White

JOINING SAAC-MCR CAN WORK WONDERS



BEFORE

- POINTED HEAD
- PREMATURE BALDING
- NO FRIENDS
- DRIVES A CHEVETTE

AFTER

- STRONG CHIN
- LOTS OF HAIR
- MANY FRIENDS
- FUTURE'S SO BRIGHT,
HAS TO WEAR SHADES

SAAC-MCR DEARBORN MICHIGAN

CLASSIFIED ADS

For Sale: 68 390V8 Fastback. Drives but needs work. Call Kevin 857-1928

For Sale: 1965 Shelby GT350 36,000 miles white with blue stripes. 5 Cragers. No rust. Special engine (approx 400 bhp) 4:11.1 Detroit Locker. Concourse of course! Also have HI-PO engines for sale W.J. Bill Calwson. 1360 Alstott Howell MI 48843. (517) 546-2714

For Sale: 1963 427 Lo-Riser heads, valve train, 2x4 aluminum intake, matched carbs with correct numbers, fuel log, linkage. No air cleaner. Sell or trade for 289 hi-po parts (must be original Ford) Robert Stroup (313) 798-8759

Wanted: Anyone having any information or magazine pictures of a 1965 GT350 (5S123 with MASSIVE flairs & R Model features painted Guardsman Blue) raced in IMSA events (Laguna Seca) in California in early to mid '70s. Call Clay or Robert Stroup (313) 798-8759

Wanted: Holley/Ford 4V carbs for dual quad application big

block or small block (C3AF) BJ-K Scott Minch 421-6913

For Sale: 4hp Craftsman Air Compressor. Slightly used 563-5403

For Sale: (1) new 9" carrier "N" nodular cast 4:30 ratio with 31 spline Detroit Automotive Locker. Complete and new \$500 firm. (1) Jomar Stud Girdle for Boss 302/351 Ford \$75. (1) used 9" carrier "N" nodular case 3.91 ratio with Ford 31 spline traction lok. Complete \$350 firm. Call Bob Craig 427-4196

For Sale: 79 and up Mustang parts. (1) 7.5 axle w/3.08 traction-loc & Quad Shock out of 85 Mustang GT w/6000 miles (no shafts or brakes) \$275. (1) 8.8" Ring & Pinion 3:73.1 (new) \$75. (1) T5 manual trans out of 84 SVO w/9000 miles \$325. (2) 10" clutch disc and pressure plates w/6000 miles \$25/ea. (1) flywheel for 10" clutch w/6000 miles fits 82 Mustang \$50. (1) set SVO quarter window trim panel and roof drip rail mouldings in white \$90. (1) set front and rear springs for 82 Mustang GT \$20. (1) 4speed SR0D

shifter and upper and lower boots. new for 79 and early '83 Mustangs \$25. (1) set 85 Mustang GT headers \$75. (1) 85 Mustang GT 4V intake manifold (302 HO) \$75. (1) 84 Mustang GT carb (new) \$75. (2) Bellhousings for 5.0 engine. 1-for 4speed SR0D 1-for T5 \$30/each. (1) small Devilbiss spray gun (new) \$30. (1) Binks model 62 spray gun (reproduction) new \$50. (1) Craftsmen Timing light \$10. Call Mike Grudnicki (313) 255-7554

SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION APPLICATION FOR MEMBERSHIP

Annual Dues: \$12.50

Please Type or Print Clearly:

Name : _____

Spouse : _____

Children: _____

(To be used in planning social events)

Address : _____

Phone : _____

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_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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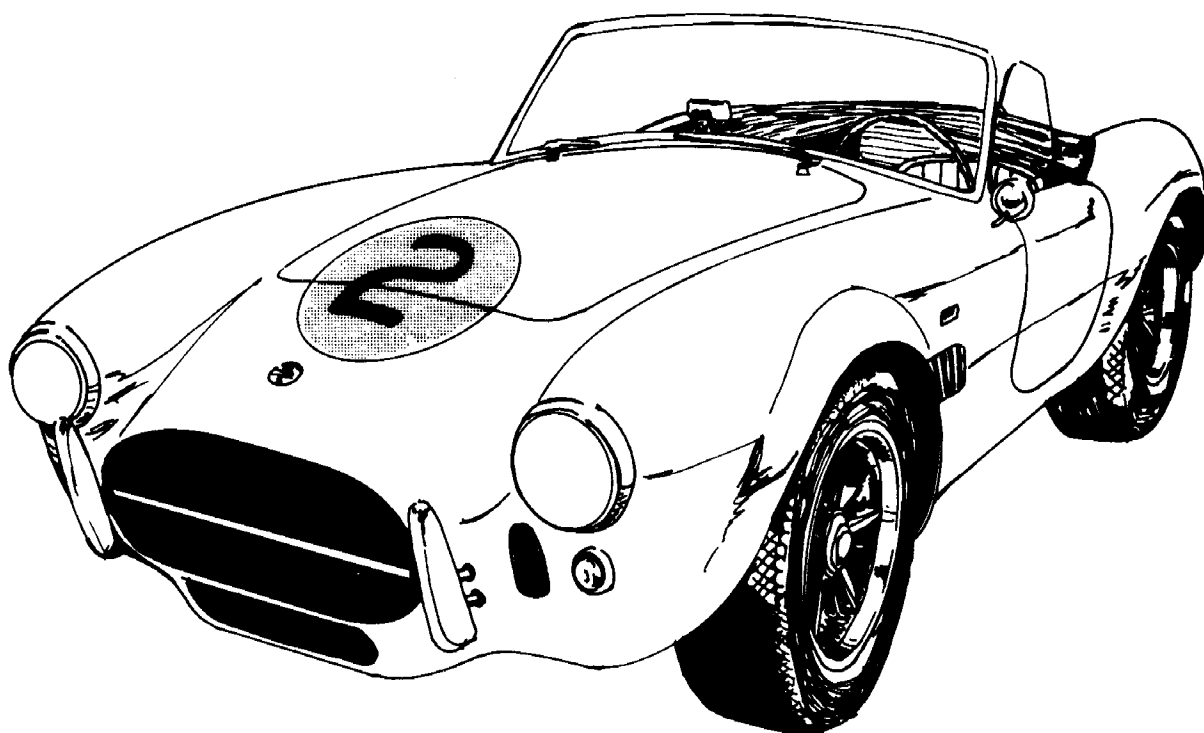
☐ OTHER _____

ARE YOU WILLING TO HELP WITH CLUB ACTIVITIES:

☐ NEWSLETTER, MAILINGS, PLANNING & ORGANIZING EVENTS ☐ WORKING AT EVENTS

☐ OTHER _____

MAIL COMPLETED APPLICATION WITH CHECK OR MONEY ORDER FOR \$12.50 TO:
SHELBY AMERICAN AUTOMOBILE CLUB, MOTOR CITY REGION P.O. BOX 4008 DEARBORN, MICHIGAN 48126



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