

SHELBY LIFE

SHELBY AMERICAN AUTOMOBILE CLUB
Motor City Region

MAY - JUNE 1988 Volume: 13 Number: 3

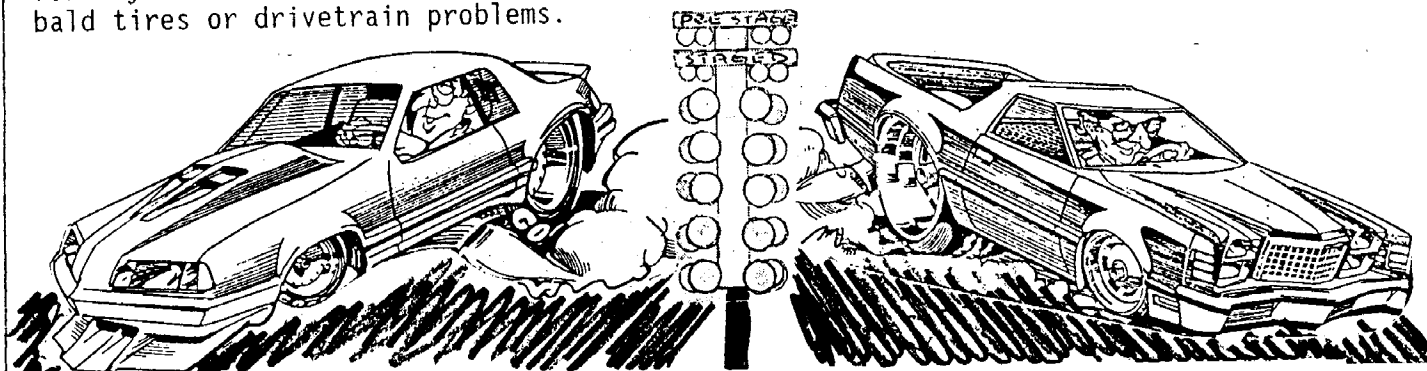


COMING AT YOU IN 1988!

RACE DAY AT MILAN DRAGWAY

A special day at Milan Dragway has been planned for the Mustang Owners Club, Performance Ford Club and the Shelby Mustang Club. This is not a club sponsored event. All arrangements were made by Dr. Bob and it is intended for the club members to spend the day at the track, clean out the carbon, collect a few time slips and maybe win a trophy. Trophies will be awarded for 1st and 2nd place, plus four semi-finalists, six trophies in all. All drivers will receive a special event dash plaque. There will be time trials. The final eliminations will be run on the handicap system, with the slower car leaving first.

The following rules must be adhered to. All drivers must wear a helmet if the car is run with slicks. All drivers must use and wear their seat belt. Any car faster than 12.90 Secs must have a roll cage and the driver must wear a helmet. All cars entering the track area must pass tech inspection according to the 1988 IHRA Rules. This is for your safety. I would suggest that all drivers bring a helmet. A good idea would be to inspect your car for any mechanical failures that could cause an accident, such as worn suspension parts, bald tires or drivetrain problems.



Place: Milan Dragway When: Saturday, August 13, 1988 (Rain Date August 27)
Cost: \$ 15.00 Car/Driver, \$ 5.00 each additional person. (Pit Side).
All cars can run time trials, FORD POWERED ONLY FOR ELIMINATIONS.

Gates open at 10:30 am. (please be on time).

Time Trials from 11 am to 1 pm (depending on the number of entries, each driver should be able to have 3 time trial runs).

Lunch & Dial-Ins from 1 pm to 1:45 pm.

Staging for finals 1:45 pm to 2 pm.

Finals start at 2 pm.

Send a self addressed stamped envelope, using form below, for our special event tickets. These tickets will allow you to get in for the special event price. There will be no tickets at the gate. **ALL TICKETS MUST BE ORDERED BY AUGUST 1. I MUST GIVE A FINAL CAR COUNT TO THE TRACK ON AUGUST 5.**

-----Tear Here-----

NAME: _____ NO. OF TICKETS: _____

Send to: BOB PAUL
418 HENRY RUFF
GARDEN CITY, MI. 48135

NOTE: Don't forget to include your self addressed stamped envelope.

Shelby Life

SHELBY AMERICAN AUTOMOBILE CLUB - MOTOR CITY REGION
MARCH/APRIL 1988 Vol. 13 No. 2

Opinions expressed in this publication are not necessarily those of the Motor City Region, its members, officials or advertisers.

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SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

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SPECIAL EVENTS Dean Ricci
TREASURER W. L. Swonder
SECRETARY Kurt Fredrickson
MEMBERSHIP Rich Tweedle

1988 Calendar of Events

DATES	DAY	EVENT
AUG 5/7	FRI	Meadow Brook Concours D' Elegance and Historic Races.
	SUN	Meadow Brook Hall, Oakland Univ & Waterford Hills Road Course - Waterford, MI (313) 373-2500.
AUG 13	SAT	Cars & Concepts Annual Car Show/Swap. All Makes C&C HQ Brighton, MI 227-1400.
SEP 2/4	FRI	PFCA EXPO, Columbus, OH Labor Day Weekend. All Ford
	SUN	Event (614) 983-2273.
SEP 18	SUN	SAAC-MCR 4th Annual Car Show at Gorno Ford in Woodhaven, MI (348-9158)
OCT 2	SUN	SAAC-MCR Open Track event at Waterford Hills Road Course. Ford powered vehicles only (313) 977-0434.

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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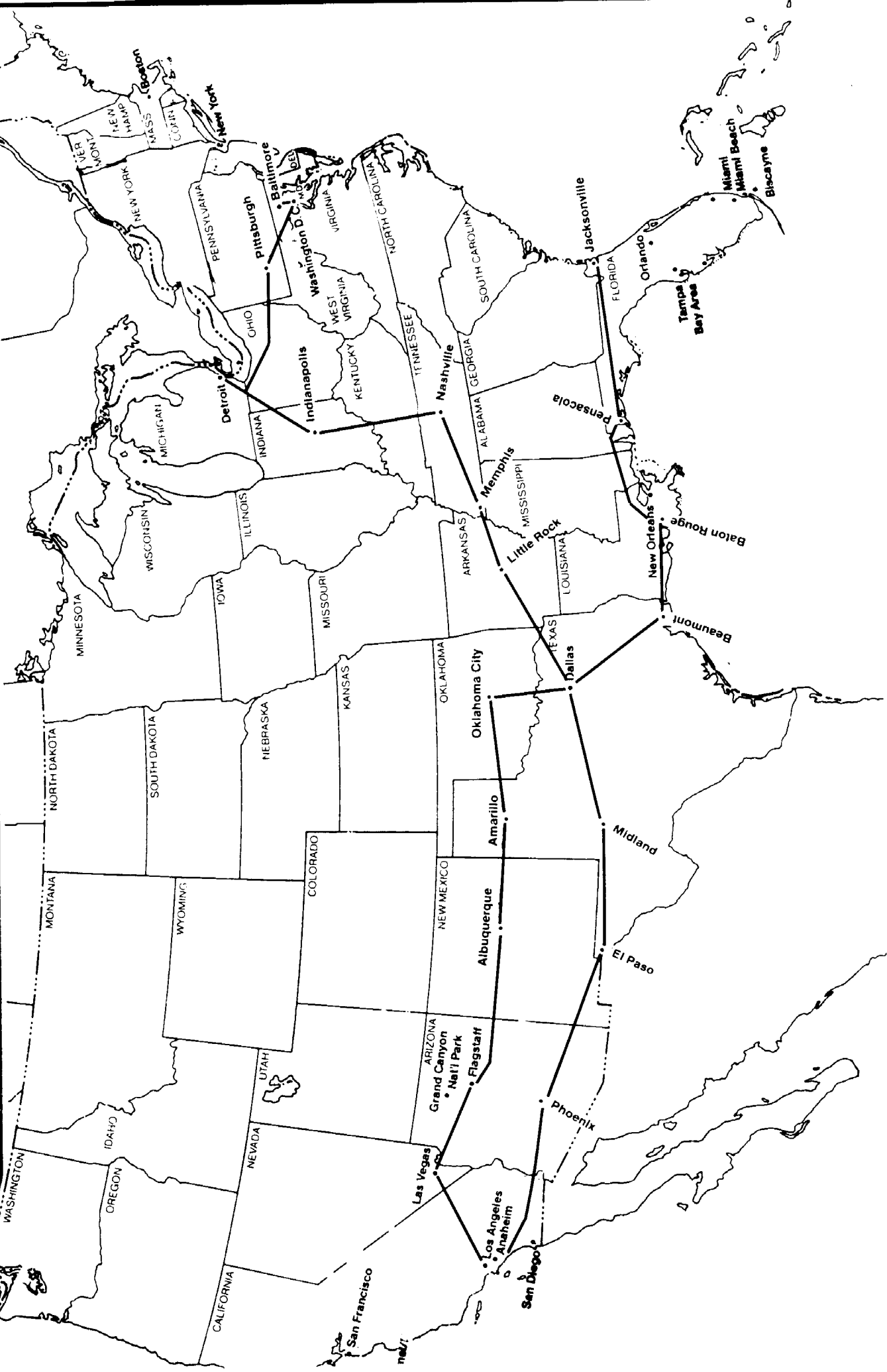
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AMERICAN PONY DRIVE

1989



Drive Across America

By Tom Greene

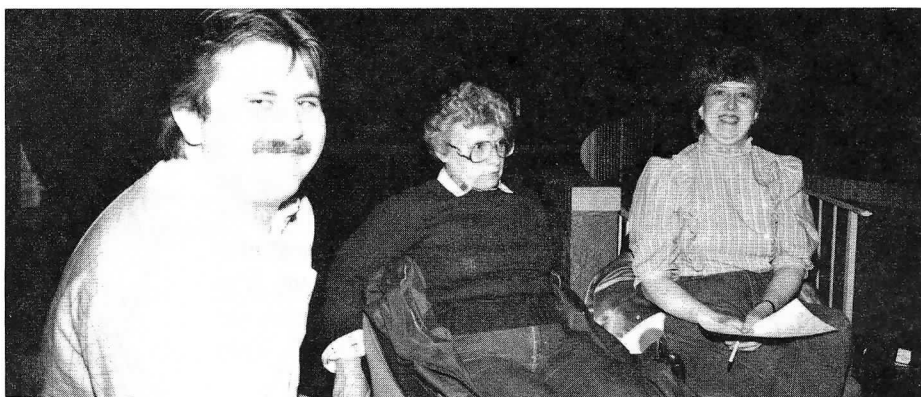
Dean Ricci and I had the good fortune to meet with a gentleman by the name of John Manners on April 20, 1988. He is the organizer of the drive across America. This is a drive across the United States by approximately 150 cars. The drive is to celebrate the 25th anniversary of the Mustang. The drive across the US is not an original idea, as one lap of America (inspired by Cannonball Baker's New York to Long Beach "drive") has been with us for some time. What is very unique about this undertaking is that the main contingent of participants come from Europe. Just imagine leaving Europe with a gaggle of Mustangs and shipping them to Florida, and then driving them all the way to California - and then back. John Manners has expended a huge amount of effort (and Money) in putting this together. His Abbreviated story follows:

They will arrive in Pensacola, Florida mid March of 1989. Their sojourn takes them across the southern part of the US with stops at several cities for shows and conversations with car clubs at those stops. They will be in Las Vegas April 11 through the 14th. From there, they will proceed with an extremely large convoy (several Californians will be joining them there for the trip to California) on into Los Angeles where they will attend the Knott's Berry Farm car show. They will spend a week in L.A. and then return to the Eastern portion of the US. They will be taking a Southern route, but will arrive in the Detroit area about May 3, 1989.

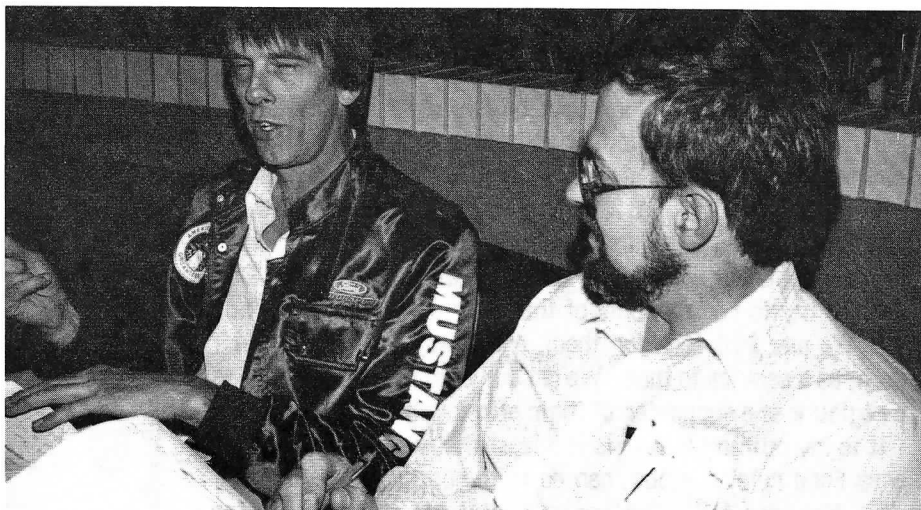
They will need access to a dealership or two in the Detroit area, in case there is any continued on page 5



Madeline Koch and John Manners tell of their quest to drive their classic Mustangs across the United States in Celebration of Mustang's 25th birthday.



Representatives from MOCSEM in attendance were (l to r) Gerry Cox, Sandy Gillespie and Lauren Cox. [not pictured J. R. Gillespie]



Tom Greene (at right) smiles with anticipation as John Manners tells him how fast you can drive on the Autobahn in Germany.

[Dean Ricci - Photos]

Pony Drive '89 (continued)

problem with the cars (the cars are about 20 years old). There was an agreement among the representatives of the car clubs represented (SAAC-MCR, MOCSEM [Mustang Owners Club of Southeastern Michigan] and a proxy from PFCA [Performance Ford Club of America-Southeast Michigan Region]) that we would support their effort by making some arrangements for them.

I, Thomas Greene, will call George Gorno and ask if the facility can be made available in case repairs are required and to arrange for someone to man the parts counter if parts are required.

Jim and Sandy Gillespie of MOCSEM will contact Greenfield Village to arrange free (or greatly reduced price) passes.

The Detroit area clubs will be putting on an international car show. It was proposed and accepted that the entire show be put on at the Waterford Hills Road Racing facility. The show must be held on a weekday (mostly-likely a Friday) because of the schedule of the pony drive group. This works well with Waterford Hills, as obtaining the track on a weekday would pose no major obstacle. There will be no trophies, but all participants will receive commemorative Motor City International Car Show dash plaques. It was also suggested that the cars from Europe will receive free admission. As to the use of the track-it will be open for touring laps-IT WILL NOT BE A HIGH SPEED EVENT. This will be strictly enforced.

John Manners and his friend, Madeline Koch, began this effort 2 1/2 years ago. John has invested many, many hours in arranging the particulars for this undertaking, as well as over \$30,000 of his own money to date (his phone bill for the last month was over \$1,000). Much of his time has been spent in obtaining financial backing from sponsors in the US. Ford has coughed up a support vehicle or two, but had not yet ponied up (pun intended) any significant amount of cash at the time of the meeting. Anheuser-Busch is nearly ready to come across with some long green, but was waiting for Ford's commitment. Oh by the way, they are selling patches at \$10 each to try to recoup some of the money John has spent thus far. We pay \$10 each for them, and then sell them for \$10 each, as a service to them. We get our club name published in a registry as a supporter of their effort.

It is my opinion that it is the least that we, the Motor City area Ford related clubs, can do is to support the efforts of John Manners fully. Putting on a joint car show and selling some of their patches, as well as some logistics work pales in comparison with what he is undertaking. Let's go do it!

Family Fun !!!

SAAC-MCR Club Picnic

Sunday August 21, 1988

Stoney Creek Metro Park

in

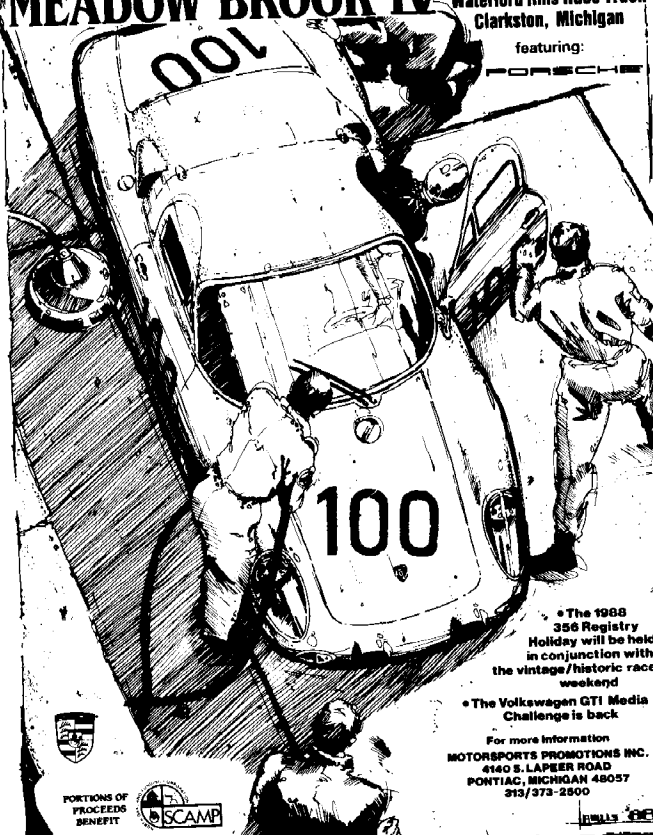
Shelby Township (where else?)

Contact any Club officer for more details

THE DETROIT PORSCHE DEALERS ASSOCIATION
& PORSCHE CARS OF NORTH AMERICA
PRESENTS

MEADOW BROOK IV

August 5-7
Waterford Hills Race Track
Clarkston, Michigan
featuring:
PORSCHE



• The 1988
356 Registry
Holiday will be held
in conjunction with
the vintage/historic race
weekend
• The Volkswagen GTI Media
Challenge is back

For more information
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PONTIAC, MICHIGAN 48057
313/373-2800

PORTIONS OF
PROCEEDS
BENEFIT

SCAMP

JULY 1988

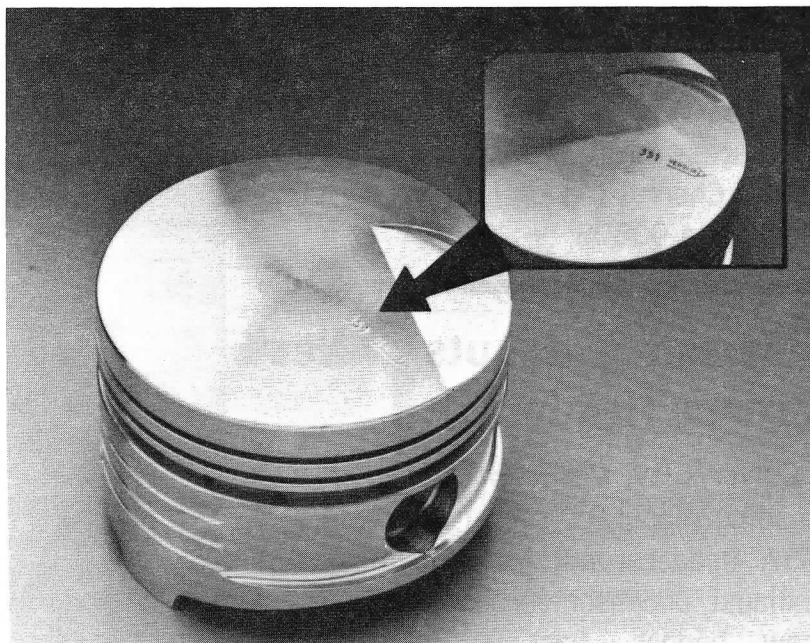
Venolia debuts NHRA approved 351 Cleveland Piston

LONG BEACH, CA -- Venolia has come to the racer's rescue again with an NHRA approved stock class replacement piston for the popular Ford 351 Cleveland engine. Designed to replace discontinued or hard to find factory pistons, this new Venolia piston conforms to factory specifications as mandated and certified by NHRA.

Forged from aluminum billet stock, this new Venolia piston is stronger than the OEM unit it replaces, yet has the original factory gram weight, deck clearance, ring placement, and ring type. The compression ratio may be slightly higher than stock because one valve relief has been omitted, but the piston is completely NHRA legal and approved.

In addition to the extra strength afforded by the forged aluminum construction, this new piston enables the engine builder to obtain an off the shelf piston which has race-ready tolerances. For rapid verification during tech inspections and winner's circle tear-down, these pistons are stamped with Venolia and the 351 designation on the piston face.

For additional information on these pistons and all the other high quality Venolia racing products send \$4 for the latest catalog to Venolia Pistons, 2160 Cherry Industrial Circle, Long Beach, CA 90805.



These new 351 Cleveland pistons from Venolia are stamped for easy identification by tech inspectors at post-race teardowns.

NEW PRODUCTS TO FIT YOUR FORD !

428 Ford Stock Class Piston from Venolia

Long Beach, CA -- Hunting down hard to find stock pistons for the powerful Ford 428 engine is a thing of the past, thanks to Venolia. A new forged aluminum piston, made specifically for NHRA stock class competition, is now available from Venolia.

Made from forged aluminum billet stock, these new Venolia pistons have been inspected and approved by NHRA for stock class competition. Although stronger than stock pistons, they are identical to the original factory pistons in terms of gram weight, deck clearance, compression ratio, ring type and ring placement. They offer race-ready tolerances in an off-the-shelf piston.

To facilitate verification during tear-downs or tech inspections, each of these pistons has the Venolia-428

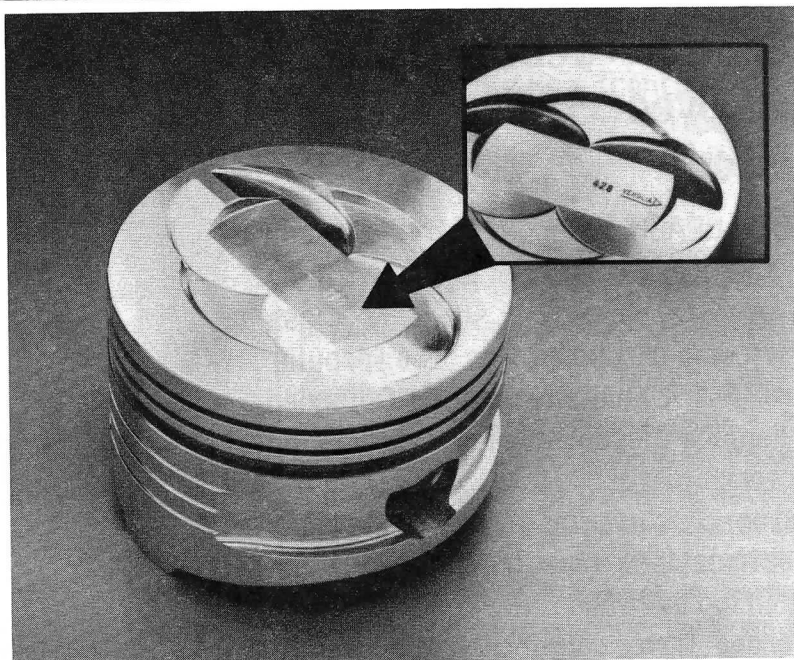
designation stamped right on the face.

For more information contact your nearest Venolia dealer or send \$4 for the latest catalog to Venolia Pistons, 2160 Cherry Industrial Circle, Long Beach, CA 90805.

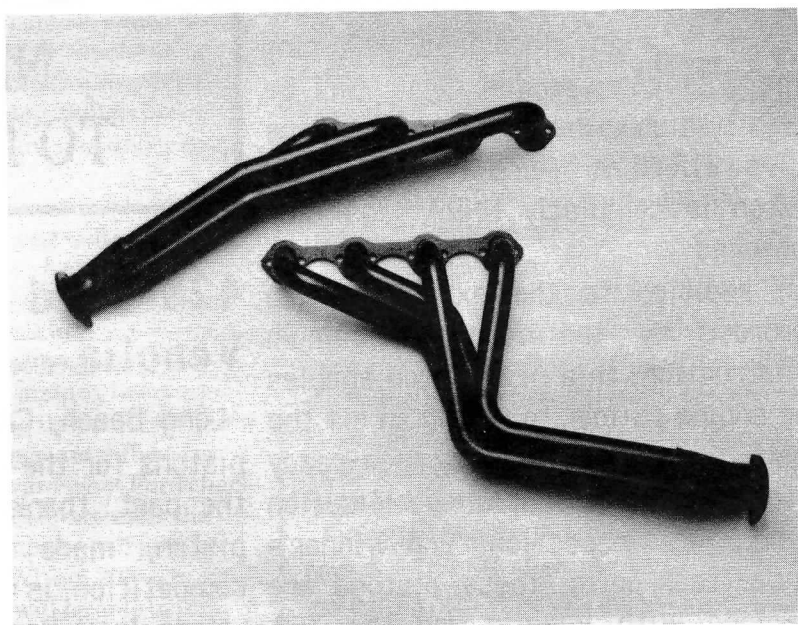
Hedman debuts New Bronco Hedder

Culver City, CA -- Hedman Hedders, leading manufacturer of "Made in the USA" hedders, mufflers, sidepipes and exhaust accessories has introduced a new hedder, Part # 89410, for 1966-77 Ford Broncos equipped with the 302 Windsor engine. A compact inside chassis design, this new Hedman Hedder is compatible with either column or floor shift transmissions and all power accessories. For maximum low and mid-range power, it features 18 gauge 1-1/2" primaries feeding into 16 gauge, 3" diameter collectors. And, gaskets made from Hedman's exclusive material, and all mounting nuts and bolts are included.

Information on this hedder and the complete line of Hedman hedders, mufflers, sidepipes, accessories and sports apparel is available from your nearest Hedman dealer or by sending \$3 for the latest catalog to Hedman Hedders, 9599 W. Jefferson Blvd., Culver City, CA 90231.



These new 428 Ford pistons from Venolia also feature a factory stamping for easy part identification during tech inspections.



New headers for the Ford Bronco from Hedman.

Don't forget:

**Club Picnic - Sunday August 21st
Stoney Creek Metro Park**

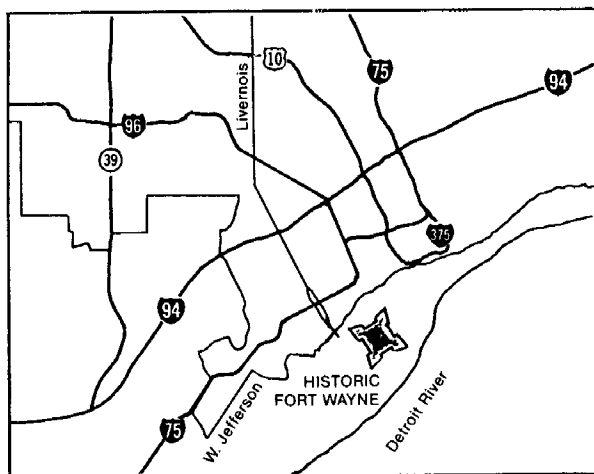
**The Detroit Chapter Veteran Motor Car Club of America,
the Detroit Historical Society,
and the Detroit Historical Department Present**



**at Historic Fort Wayne on the Riverfront 6325 W. Jefferson at Livernois
Sunday, August 28, 1988 9:00 a.m. to 4:00 p.m.**

**The Postwar Years
Featuring
The Automobiles of 1948**

Refreshments Available



General Admission	\$ 2.00
Car Registration (driver & passenger)	5.00
15' X 30' Swap Meet space	10.00
Vendor Set Up Starts At 8:00 a.m.	
Children under 12 Free with Adult	
For information call:	771-8035 949-3386

*Proceeds to benefit the Detroit Historical
Department Automotive Restoration Fund*

Bridgestone Begins production of first US made Japanese brand Passenger Radial tires

La Vergne, Tenn. -- Bridgestone (USA), Inc. announced that it has begun production of the first US made, Japanese brand passenger radial tires in North America. These first tires represent the latest milestone in Bridgestone's growing commitment to the US market.

Celebrating the culmination of the over 80 million dollar expansion of Bridgestone's La Vergne, Tennessee plant were Tennessee's Governor Ned McWherter, Bridgestone Corporation's Chairman Teiji Eguchi, Bridgestone's (USA) President Norihiro Takeuchi, United Rubber Workers International President Milan Stone, La Vergne's Mayor Vester Waldron and the nearly 1,300 employees who currently work at the plant. Bridgestone Corporation is the parent company of Bridgestone (USA) and is the world's third largest tire manufacturer.

Bridgestone (USA) also commemorated the completion of its new, state-of-the-art, fully automated, \$12.5 million central distributing center, located on the same site as the plant.

"The ceremony here recognizes many achievements Bridgestone has made since coming to Tennessee," said Mr. Eguchi. "It celebrates this plant's expansion into the passenger radial tire market, it marks the increased production of the company's successful truck and bus radial tire manufacturing and it introduces Bridgestone's newest and most innovative tire distribution facility."

The expansion of the plant has increased the footage to over 2 million square feet. The company plans on producing approximately 6,000 passenger radials per day by 1989. The plant currently manufactures over 3,400 truck

and bus radial tires per day, and plans to increase this production in the near future.

Bridgestone purchased the manufacturing plant from Firestone in 1983 and presently employs nearly 1,300 workers. The expansion will result in an additional 150 jobs by the end of the year. Since it has bought the plant, Bridgestone has put in approximately 200 million dollars.

The new central distributing center is the latest addition to Bridgestone's regional distribution center network. The other centers are located in Cranbury, New Jersey; Atlanta, Georgia; Chicago, Illinois; Houston, Texas; Portland, Oregon and Carson, California.

A wholly-owned subsidiary of Bridgestone Corporation, Bridgestone (USA), Inc. announced in February of this year that it plans to move its corporate and sales and marketing headquarters from Torrance, California to Nashville, Tennessee by August of this year. The US company currently markets a complete line of passenger, light truck, truck and bus, motorcycle, off-road, rally, kart and industrial tires.

As the leading tire manufacturer in Japan, Bridgestone Corporation, headquartered in Tokyo, operates manufacturing facilities in five different countries, including 12 plants in Japan. Its wide ranging products include nearly 6,000 tire types, rubber dams, robot arms, industrial rubber and chemical products, bicycles and sporting goods. Bridgestone sells its products in over 150 nations and territories.

Editor's note: Success stories like these always makes me wonder what happened to the industrial giant known as the United States? Japanese have taken over steel production, automobiles, now tire production (they recently bought the tire-making operations of the Firestone Corporation). While this goes on, supposed intelligence like GM's Roger Smith has to buy out Ross Perot because he talks to much. Time to wake up and smell the coffee gang - we've lost our identity !!!!!!!



LA VERGNE, Tennessee, May 12, 1988 -- Bridgestone (U. S. A.), Inc. began making the first made-in-the-U.S. Japanese-brand passenger radial tire today at the company's La Vergne, Tennessee manufacturing facility. Pictured here are Bridgestone's (left) Roger Sherrill, a passenger radial tire builder, and (right) T. Murakami, an advisor to the passenger radial tire builders, who are inspecting the green tire racks of the first tires at the tire assembly machines. A green tire is an uncured tire. The next step in the process is to vulcanize it.

The Detroit Report

Detroit needs a well-planned Auto Museum

by James V. Higgins

Trivia time. Quick now - what three American cars bear the names of assassinated leaders?

Hint - when one thinks of the vehicles as well as the three people, five of the six entities have more or less direct ties to the Detroit area.

If you haven't guessed yet, it could be that Detroiters are losing their historical perspective on the auto industry (except to insist that, despite what you hear from Toyota and Honda, Detroit isn't history).

And if Detroiters find themselves in that predicament, it's no wonder. With all due respect to the Henry Ford Museum in Dearborn, Motown itself doesn't have an extensive, well-planned and thorough public display of historic automobiles.

This shortcoming is one that Barry Dressel, director of the Historical Department of the City of Detroit, intends to remedy.

If his plans come to fruition, Detroit eventually will have a major showcase of important cars at the Fort Wayne historic site in Delray. And it will also have a big annual public car show there.

At present, the historical museum in the cultural center on Woodward Avenue has several cars in a rotating display, but is usually fewer than 10 at one time. Dressel says the museum now owns about 70 cars, most of them stored in a warehouse at Fort Wayne.

"Some of them are not very good," he said. "Some of them are very good. But what they all have in common is that they were not assembled according to any coherent plan." No

pun intended.

The historical department now is drawing up such a plan. It hopes to come up with a list of 100 important cars, acquire them where necessary, and put them on permanent display in renovated buildings on the grounds of the old fort.

Dressel wants the display to answer the question, "What are Detroit's most significant automobiles?" This is not so easy an assignment, he says.

It shouldn't be too expensive. Significant historical automobiles are not necessarily the ultra-costly ones highly prized by collectors. For instance, the original Ford Fairlane is historically significant because it was an early example of the use of unibody construction. And there are probably several rusting within earshot of the gentle reader.

Dressel seemed confident that funding would be available. The problem is to determine precisely what cars are needed to fulfill the museum's goals.

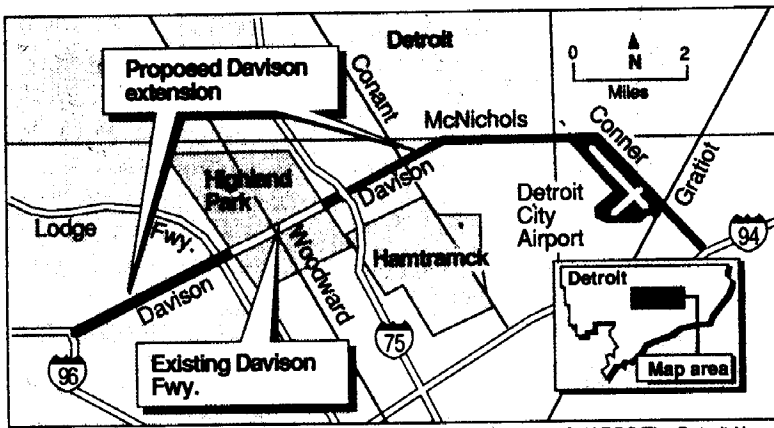
"We have begun to enlist people to help us come up with a master list," he said.

The Detroit Section of the Society of Automotive Engineers, asked for suggestions, produced a list of 180 models.

In addition to a new museum, Dressel also is working toward much higher visibility for the annual Spirit of Detroit auto show. He also hopes to orient it toward the kind of car that built Detroit as opposed to the rare and exotic.

The show is August 27th of this year [to be held on the Fort Wayne parade grounds, at the edge of the Detroit River], and Dressel is angling for greater participation from historic and car enthusiast clubs.

Now about that trivia - the answers are LaSalle, Pontiac and Lincoln. (continued next page)



ROBERT J. RICHARDS/The Detroit News

The master plan for the Davison freeway which ultimately was shot down by Mayor Young.

Aging Davison crumbles while officials fight

By Louis Mleczo

Wayne County officials have threatened to try to close the 46 year old Davison Freeway later this year in a battle with the state over who should pay the estimated \$42 million it would take to rebuild it.

County Executive Edward McNamara wants to take over the roadway, the nation's oldest urban expressway. "Out of frustration, I've talked of closing it," he said. "It's really urgent that something be done."

Auto Museum (continued)

LaSalle, the French explorer who sailed past and probably even trudged on snow-shoes through the Detroit area in the late 17th century, was killed by mutinous members of his own expedition in Texas. The Indian leader Pontiac, who tried to sack Detroit in 1763, died at the hand of an Indian from a rival tribe. President Lincoln has no close Detroit connection that this writer is aware of, although he was shot at the Ford Theater in Washington.

From the Detroit News, May 23, 1988

State Rep. Curtis Hertel, D-Detroit, chairman of the House Transportation Committee, agreed with McNamara that the county-owned Davison should be closed if not repaired.

"It's the most dangerous stretch of highway in the Metro Detroit area," said Hertel, adding that fixing the freeway has "got to be a top priority of the state."

But Michigan Department of Transportation officials aren't interested in rebuilding the 1.3 mile highway through Highland Park unless it is expanded as a major east-west expressway through Detroit, and they said it would be difficult to obtain authority to close the roadway.

Detroit Mayor Coleman A. Young has strongly opposed any additional freeway projects that would cut through established neighborhoods.

Local officials are alarmed at the rate of traffic accidents on the highway.

The Davison was the site of 391 accident in 1986 - the last year for which complete records are available.

From 1983 to 1985, it averaged 319 accidents a year - resulting in 185 injuries and two fatalities.

No comparable statistics are available for other highways, officials said.

Lorie Lodico III, former Highland Park public works director, said narrow traffic lanes, lamp posts adjacent to the curb lane and lack of safety shoulders contribute to the accident rate.

"The biggest hazard is no refuge lane for emergencies," Lodico said. "If you stop, you're like a sitting duck waiting for someone to crash into you."

McNamara said the county has been hit with lawsuits over Davison accidents, but

refused to say how many have been filed or how much they've cost the county.

Lodico charged that the Michigan Department of Transportation (MDOT) has avoided doing anything about the Davison in a deliberate effort to pressure local politicians into permitting a much larger freeway expansion.

Thus far, MDOT has refused to take jurisdiction of the Davison.

For more than two decades, MDOT engineers have dreamed of extending the Davison west to connect with the Jeffries (I-96) and east to Mound Road, where a north-south freeway into Macomb County was to be built.

In fact, the existing Davison Street exit on the Jeffries was designed to be part of the future Davison Freeway interchange.

State officials also wanted to extend the Davison east from Mound Road along McNichols to Conner and then south on Conner to an interchange with the Edsel Ford Freeway (I-94).

MDOT obtained \$3.4 million in federal highway funds in 1977 to buy and clear 92 homes and businesses in Highland Park to widen the existing Davison.

Mayor Young, who vowed in his first term not to let any more freeways uproot city neighborhoods, remains strongly opposed to the plan.

Young clearly stated his position on the Davison expansion in an August 17, 1976, letter to former MDOT Director John Woodford, in which the mayor urged rebuilding the Davison in Highland Park but opposed extending it into Detroit:

"I am definately opposed to the construction of any more depressed (ditch-type) expressways within the city unless the preplanning studies reveal clear and unquestionable benefits that outweigh the negative effects we have suffered from past expressway construction."

Young's intense opposition led MDOT to drop active engineering planning for the Davison.

The freeway was opened to traffic in 1942, representing the future in highway construction.

Built in two years for \$2.5 million, it was designed to handle 24,000 cars a day and relieve traffic congestion through Highland Park.

Now more than 100,000 vehicles a day thunder over the original concrete pavement. Most of the traffic comes from the Lodge (M-10) and Chrysler (I-75) freeways, which pass each end of the Davison.

The estimated \$42 million it would cost to rebuild the Davison would include widening and installing new bridges and pavement.

William MacCreery, MDOT deputy director for highways, said it would be difficult for McNamara and Hertel to carry out their threat to close the freeway.

"I don't know whether (they) can do that," MacCreery said. "It is a public highway. We have to go through a lot of procedures to close an existing public route - such as hearings."

MacCreery said state transportation officials are sympathetic to concerns about the Davison, but said just rebuilding the 1.3 miles is out of the question.

"We have to look at it long-range in order for us to do something," MacCreery said. "Otherwise, there is no federal (money) participation."

MacCreery said Young now might be more interested in a freeway along McNichols and Conner to service an expanded City Airport and the planned Chrysler assembly plant.

"We heard the city is reviewing plans again, but we haven't been involved yet," MacCreery said.

From the Detroit News, May 23, 1988.

Tough surface has outlasted most freeways

By Louis Mieczko

The original concrete riding surface, poured in 1942, still bears the traffic on Highland Park's Davison Freeway.

The durability of the 46 year old pavement contrasts with modern freeway concrete - which rarely lasts more than 30 years and often needs repaving after 15 years.

For example, sections of the Jeffries Freeway (I-96) in Detroit have required repaving less than 15 years after the highway was opened to traffic.

On I-275 in western Wayne County, concrete began shattering three years after the highway was completed in 1976.

"The workmanship on the Davison was the best," said Lorie Lodico III, a civil engineer and Highland Park's former public works director. "It's amazing how good the pavement has lasted. It's that good."

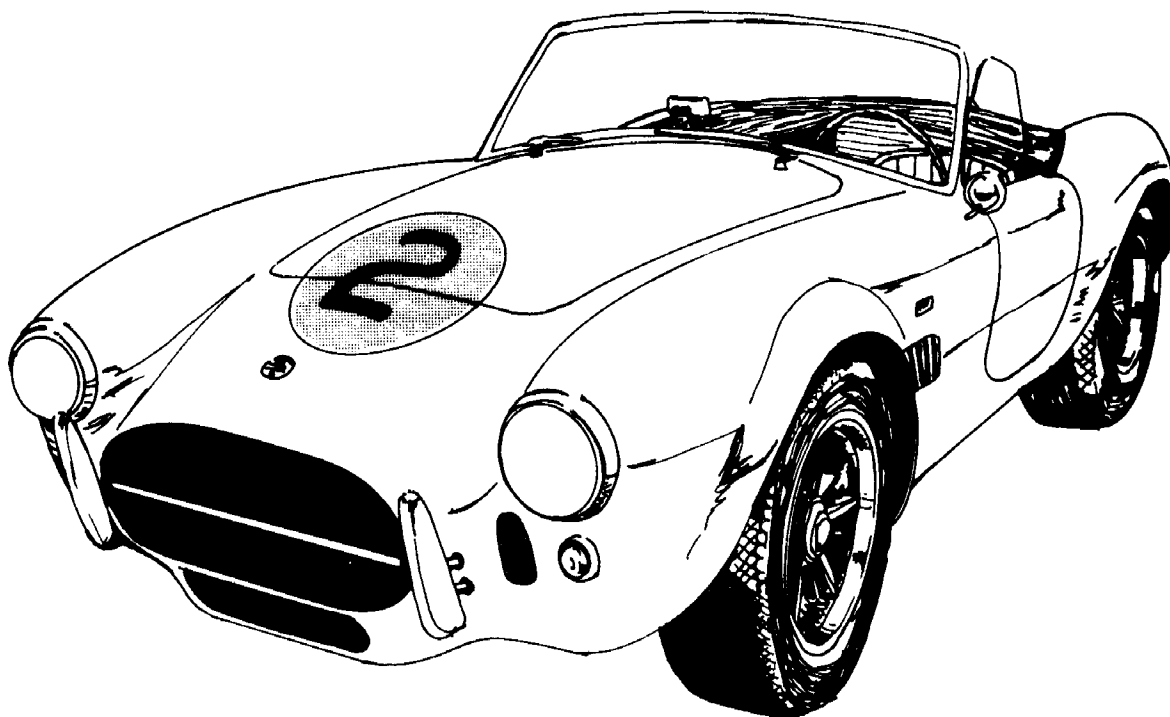
The Davison concrete is 10 inches thick, and was poured without reinforcing steel because of the war-time steel shortage. Most highway concrete is loaded with steel rods to strengthen the slab.

A major reason for the Davison's durability was that the surface was flooded with water and cured slowly, allowing the cement to reach peak strength without cracking.

Highway engineers agree that the water cure method is desirable but impractical for most paving projects. It costs too much and takes too much time.

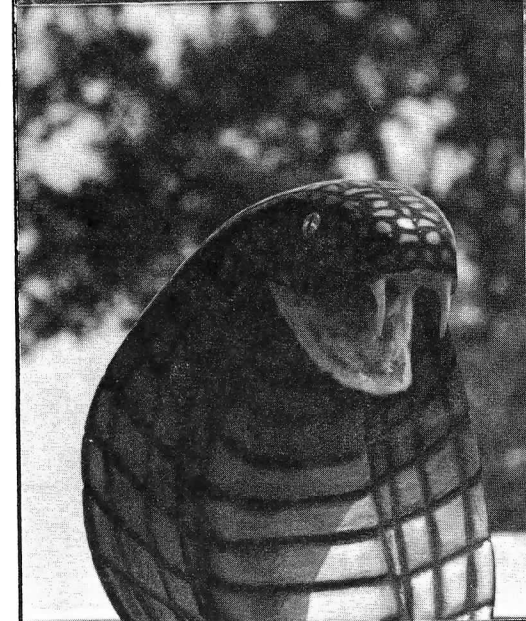
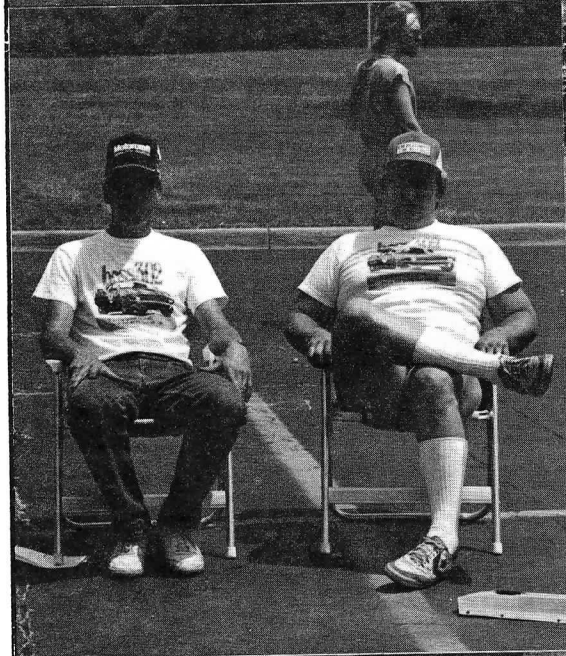
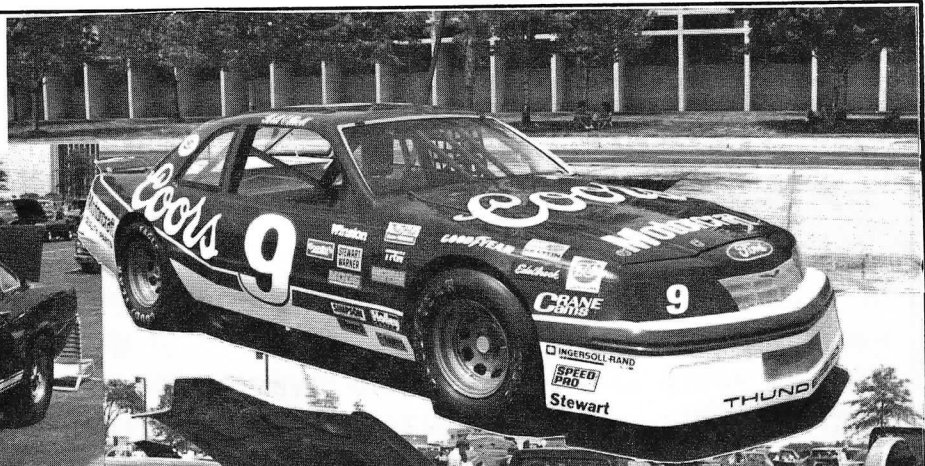
From the Detroit News - May 23, 1988.

Car for Sale 1987 North American Fiberglass Cobra Replica - a very original looking kit car. Deep black paint with 302 CID Ford engine. \$30,000.00 Call (313) 852-7607



Show and Go XIII

Photos by Jeff Finley



SHOW 'n GO XIII MAY 29 - 31, 1988 - WINNERS

SHELBY AMERICAN AUTOMOBILE CLUB - MOTOR CITY REGION

CLASS	POS.	PERSON	DESCRIPTION
Senior A1	1st	Tony Nowak	Triple Black 68 GT350 Conv
	2nd	Rick Jones	White 66 GT350 with Paxton
Senior A2	1st	Katie Engle	Gold 73 Mach 1
Senior A3	1st	Joe Errante	Red 65 Mustang with 289 h.p.
	2nd	Mark Moses	Red 69 Cyclone CJ 460+
B 65 Shelby	1st	Bob Varcoe	White 65 GT 350
C 66 Shelby	1st	Shelby White	Black 66 GT 350 H (Shelby's Shelby)
	2nd	Richard Rubley	Blue 66 GT 350
D 67/68 GT 350	1st	Kurt Fredrickson	Black 68 GT 350
E 67/68 GT 500	1st	John Kachigian Jr	Green 68 GT 500 KR
	2nd	Bryan Kaltz	White 67 GT 500
F 69/70 Shelby	1st	Dan Fillmore	Red 70 GT 500
G 68/70 Shelby Convertible	1st	Clay Stroup	Burgundy 69 GT 350 Conv
	2nd	Vito Campanaro	Black 68 GT 500 Conv
H Pantera	1st	Brian Fedoroff	Red 72 Pre-L
	2nd	Bill Duddleson	Yellow 71 Pre-L
I Thunderbird	1st	Wayne Morris	Tan 56 Convertible - 4 Speed
J Reproduction Cobra	1st	Jim Engle	Red 87 5.0 EFI AC MkIV
K Boss Mustang and Cougar	1st	Jim Shmina	White 70 Boss 302 Mustang
	2nd	Lou Camp	Yellow 70 Boss 302 Mustang
L Competition	1st	Victoria Sedlak	Blue & White 70 Boss 302 Trans Am Must
	2nd	George Fiorini	Black 72 289 Hi Po Pinto
M Pre War	1st	Tom & Judy Nichols	Red 40 Ford Coupe
	2nd	Mike Sales	Grey 37 Ford Model Y
N Special Interest - Compact	1st	Don Fulghum	Yellow 64 Falcon Ranchero
O Special Interest - Intermediate	1st	Chuck Lepley	Burgundy 67 Fairlane GT
	2nd	Doug & Chris Walter	Comp Gold 70 429 SCJ Cyclone Spoiler
P Special Interest - Full Size	1st	Tom Navarre	Rangoon Red 64 427 Galaxie 500 XL
	2nd	John Vermeersch	Orange 61 SOHC 427 Galaxie

SHOW 'n GO XIII MAY 29 - 31, 1988 - WINNERS - CONTINUED

SHELBY AMERICAN AUTOMOBILE CLUB - MOTOR CITY REGION

CLASS	POS.	PERSON	DESCRIPTION
Q 4x2 Trucks	1st	Moore and Alvarado	Black Cherry 56 F-100 - Tilt Bed
R Special Interest - Compact II	1st	Bob Gajewski	Black 65 289 Comet Hardtop
S 67-73 Cougar	1st	Robert Natkin	Blue 67 Cougar XR7 - Webers
T Mustang II and European Capri	1st	Greg Markham	White 78 Mustang II with Big Block
U 65/66 Mustang Coupe and Fastback	1st	Don Kelley	Black 65 GT Fastback
V 67/68 Mustang Coupe and Fastback	1st	Randy Richmond	Acapulco Blue 67 Fastback
W 69/70 Mustang Coupe and Fastback	1st	Bob Shmina	White 69 Mach 1
	2nd	Ray Fender	Red 70 Mach 1
X 71-73 Must.	1st	Phil and Arlene Jacobs	Blue 71 Mach 1
	2nd	John Piestrak	Blue 73 Mach 1
Y 65-73 Mustang Convertible	1st	Ron Slampak	Red 65 Convertible
	2nd	Gerald Butson	Candy Apple Red 66 Conv.
TIE	2nd	Dean Morton	Red 64 1/2 Red Convertible
Z 79-83 Mustang and Capri	1st	Dave Johnson	79 Pace Car
AB 84-88 Mustang and Capri	1st	Henry Neubauer	Black 87 Mustang GT
	2nd	Rick Calvey	Burgundy 87 Mustang GT
AC Tiger	1st	Val Root	Red 67 Tiger

Best Paint	John Kachigian Jr.	Green 68 GT 500 KR
Best Engine	Robert Natkin	Blue 67 Cougar - Webers
Best Ford	Moore and Alvarado	Black Cherry 56 F-100
Best Shelby	Tony Nowak	Black 68 GT 500 Convertible

SAAC - MCR extends our sincere thanks to all the participants, spectators, workers, helpers, visitors, relatives and friends. We hope that each and every person enjoyed the show.

FINANCIAL REPORT FROM SHOW 'n GO XIII

COLLECTIONS PRE-REGISTRATIONS (Show, Swap, Memberships and Go)

Total 2452.50

Subtotal 2452.50

COLLECTIONS - DAY OF THE SHOW (Show, Swap, Memberships, Go and Spectator gate)

5277.50

Subtotal 7730.00

COLLECTIONS - DAY OF THE GO (At track registrations and memberships)

284.00

Subtotal 8014.00

EXPENSES - PAID OUT

<u>Item</u>	<u>Cost</u>
Trophies and Dash Plaques	1012.00
Wood backing for Trophies	416.00
Start up Change	100.00
Picnic Expense	48.56
Port-a-Johns	300.00
Postage and type Setting	65.91
Waterford Track Rental	600.00
Insurance for Go	<u>159.00</u>

2701.41

Subtotal 5312.59

ANTICIPATED EXPENSES - NOT YET PAID OUT

Advertising	500.00 (est)
Security Guard	112.00 (est)
Ambulance	300.00 (est)
Printing and misc postage	<u>250.00 (wag)</u>

Subtotal 1162.00

Tentative Total **4150.59**

PARTICIPANTS - SHOW 'n GO XIII HIGH SPEED EVENT

at

WATERFORD HILLS ROAD RACE COURSE

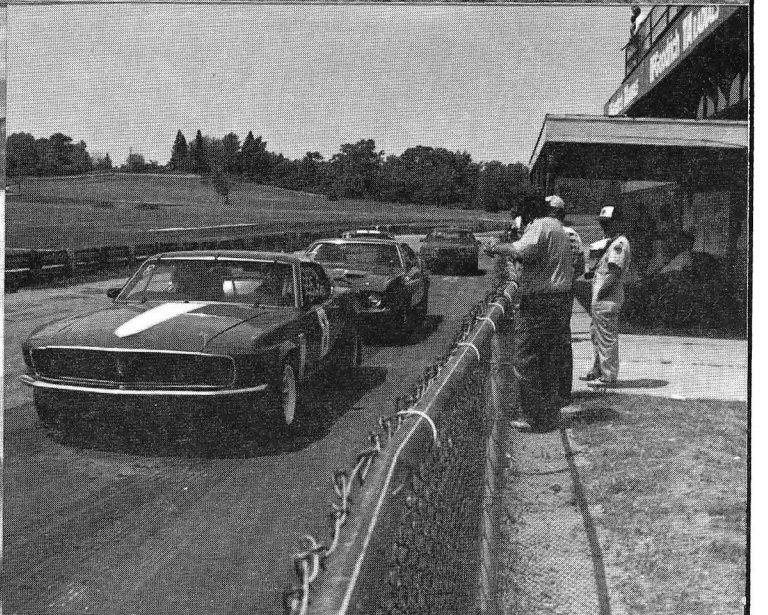
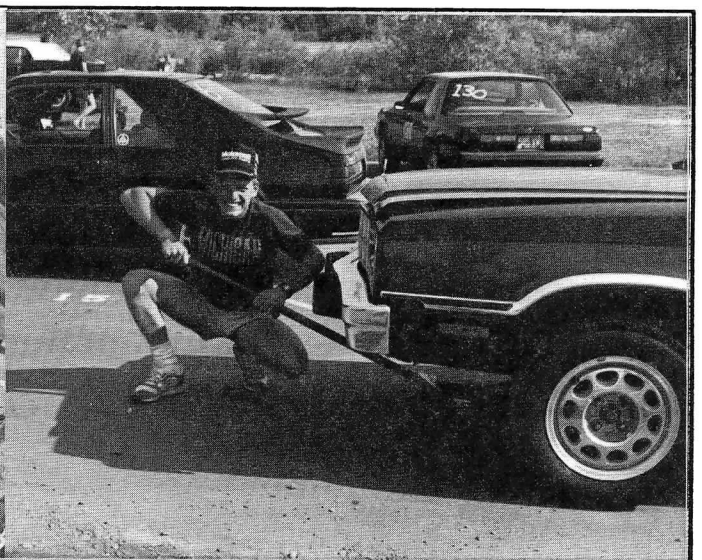
May 31, 1988

Rick Bannerman	85 Mustang GT	John McIver	88 Mustang LX
Glen Bates	87 Mustang GT	Dean Ricci	70 Boss 302 Conv
Rod Beckwith IV	81 Futura	Ben Scheiwe	66 GT 350
Stu Cashman	70 Boss 302	Mike Sedlak	70 Boss 302 T/A Must
Mark Cashman	88 Mustang GT	Darius Skiotys	86 Turbo Coupe
Brad & Zaba Davis	85 Mustang GT	Larry Spradlin	67 GT 500
Larry Ellis	70 Lotus Elan	Brian Swindler	82 mustang GT
Tom Greene	66 GT 350	Rich Tweedle	85 1/2 SVO
Kurt Fredrickson	69 GT 500	Bob Varcoe	66 Mustang Coupe
John Guyer	67 GT 350	Kurt Waggener	68 GT 350
Chuch Hollen	67 Mustang Coupe	Ron Wahl	85 Mustang GT
Lou Horvath	69 Mustang	Steve White	66 GT 350 H
Phil Jacobs	71 Mach 1	Scott Wood	65 289 Cobra (real one)
Scott Kimbrough	73 2.0 Pinto S/W	Tim Young	68 Mustang Fastback
John Logan	67 Tiger		

This year SAAC - MCR inaugurated the awarding of **LEAD FOOT trophies**
The winners are:

Larry Spradlin	PERSEVERANCE AND TENACITY	67 GT 500
	for the problems encountered in getting here	
Phil Jacobs	HARD LUCK CATEGORY	71 Mach 1
	for the engine lock up on the back straight	
John McIver	FASTEST STREET CAR	88 Mustang LX
Mike Sedlak	FASTEST TIME of the DAY	70 Boss 302 T/A car

Most of all, we had fun. Our thanks to all those who pitched in and helped with the timing & scoring, the flag duties and the track brooming, as well as the rescue missions to those stranded on the track. The general, "do what ever it takes to keep it going" attitudes of the members and guests is greatly appreciated. SAAC - MCR will continue to provide these opportunities as long as there are places to hold these kinds of events. **THANK YOU**



Letters



Concern over Autorama

Dear Editor,

After reading your article on Autorama in *Shelby Life*, I felt it necessary to correct a few facts printed about the show. Some participants (i.e. exhibitors and commercial) do prepare for the show months in advance. However, for the people who produce and run the show, it is a 12 month project which is why your article is so upsetting.

As far as your statement that all of the awards given out were given to MHRA members, nothing could be further from the truth. The Michigan Hot Rod Association and Promotions Incorporated pride ourselves on the fairness and accuracy of the judging at Autorama. We depend on it. If the judging at Autorama is not carried out in an unbiased manner, how could the show exist for 36 years?

In 1960, the International Championship Auto Shows was founded to tie together auto shows with common rules and procedures to guarantee exhibitors a uniform contest to compete in. The ICAS was the forerunner of the ISCA. All ISCA shows (including Autorama) are judged uniformly by these rules with ISCA supervisors, judges and local judges insuring these rules and guidelines are followed. If they are not, the sanctioning body (ISCA) can pull the sanction of show or step in and judge the show with a complete and unbiased staff of their own officials. So I think your statement that "all other awards in the show were given out to those individuals who are members of the MHRA" is more than a little off base. Out of

the 369 vehicles in ISCA competition, sixteen (16) of those were MHRA club members cars. You lead the readers to believe that the MHRA won all of the awards with the exception of the two won by Dave Salakowski's Cobra. Between the class awards and the special awards, over 250 plaques and trophies were given out. Now it's hard to believe that 16 cars can win that many awards by any stretch of the imagination. If you would like to check the figures I've given you, feel free to call the International Show Car Association's office in Madison Heights at (313) 588-5568. Talk to Jim Troyer, he is the Director of Competition for the ISCA.

As far as the show being downsized from last year, it was anything but downsized. As previously stated, there were 369 vehicles in ISCA competition, 43 vehicles in non-ISCA classes, plus the vehicles in commercial displays, the manufacturers cup cars and the motorcycles in competition, all of which add up to over 500 vehicles for the spectators and exhibitors to enjoy.

In order to produce the best possible auto show for the exhibitors and spectators, it is necessary to include other automotive related exhibits and displays. I'd be willing to bet you once built models or yearned to own a gas or electric RC car, both of which have become as technologically advanced and detailed as some of the cars in the show. The children and young adults who enjoy these types of hobbies are the same ones who may be building the street machines, customs, drag cars and hot rods of the future. In our own way this is how we nurture the future of the sport.

Dean, you must understand that we are limited to accepting the best possible cars that we can. That is first and foremost with the MHRA and Promotions, Inc. Secondly, we have to consider the types, manufacturers and classes of the cars we accept. After all, you wouldn't want to see 60 dragsters, radical

customs or 32 Ford Roadsters would you? Diversity is the name of the game. There are over 200 ISCA classes and sub-classes (i.e. early, late, conservative, mild, semi etc.) covering everything that has been or conceivably could be built and still be called a car. In Detroit, we had over 100 ISCA classes, and it is obvious that some classes go unfilled with very few cars in them. Again, we accept the best and most diverse group to present to the public.

The criticism of the vintage race car display and Jess Austin is unfounded. True, Ed Ludtke's car was accepted for the 1987 Autorama and competed in the Production Road Racer class and with the vintage race cars. One of the criteria for accepting cars for the show is that they are not repeaters. Ed's car had already been shown recently at Autorama. Number two, it was decided that Ed's car no longer met the requirements of a vintage race car. It was a questionable call in the 1987 show. After all a 70's era Mustang doesn't exactly bring to mind the word vintage. Don't get me wrong, Ed's car is nice but he was turned down because he was in the 1987 show. Acceptance of cars in Autorama comes down to three people: Dick Forton, Don DaMaske and myself, Butch Patrico. If you or anyone else has problems with the acceptance of cars, judging or anything else with the show, we are the people to talk to.

It is our goal to improve and expand Autorama every year, for the sport, the exhibitors and the spectators. We rely on feedback from all sources pro and con to help us to do that. We can accept criticism, but when the facts are stated, we would like them to be correct. So please if you have any questions or would like more information call Dick Forton at 771-7110 or Butch Patrico at 771-4643.

A printed reply in your magazine and/or a personal reply would greatly benefit the show

and our sport, particularly as it relates to the quality and judging of the show.

Respectfully Yours,

Butch Patrico

Autorama Co-Chairman and Judging Supervisor

Dear Butch --

I've been attending the Autorama regularly since 1981, and my eyes have told me that each year, the custom cars have been replaced by other items. These basically are restored cars and things such as motorcycles and vendor displays.

I myself can deal with the vendor displays and I really feel restored cars fill a need at the show, but why the motorcycles. Every exhibitor that I've talked to (not in this club-but others) say that they don't like the bikes, but they come back every year, bigger and better. It might be time for you guys to take a poll among your regular competitors at the show and ask them if the bikes should stay, stay downscaled or dropped all together. You might get an interesting reply.

With regard to vintage race cars, the only thing I can tell you is make sure you try and attend the vintage races at Waterford Hills this year. Then you will see how a 70's Mustang fits into a vintage race car display (especially if it was a factory backed racing effort, such as a Bud Moore prepared Boss 302).

I can only add that I hope our readers read this letter you sent us. I hope they will then stop all this "Autorama is for Chevies only" CRAP, and get those Fords and Shelbys shining bright for next year's display.

-- Editor

Meeting Minutes - May, 1988

The meeting was called to order at 8:15pm on May 5th by Tom Greene. First order of business was recognition of new faces including Michael Sediak who has just restored a '70 Boss 302 Trans-Am racer that was raced by independents on the East Coast during that era. He intends to take the car to several vintage racing events. Other new cars are owned by Gary Cipolloni; a 427 Cobra kit from Competition Unlimited, Bill Conley owns a '68 GT350 Shelby and just bought a '66 Shelby. Jeff Boulion has a '68 GT500 KR that's in rough shape without a drive-train; Daryl Self recently purchased a '70 Cyclone Spoiler. Other guests at the meeting were Danielle Morris, C. Wayne Morris's daughter, Mark Cashman, F. Stuart Cashman, Jerry Ricondo and family and Scott Warton.

National News -- John Guyer showed us the issue #53 of the Shelby American which is now out. Also the National Registry is out and has information on every known Shelby, GT40 and Cobra known to still be around.

Show and Go Report -- Mark Corich told of one last meeting to be held before the show at his house.

Director's Report -- Tom Greene credited Jeff Meinicke with a great job on getting the Show and Go flyer prepared. Holloway told us to BAG IT as far as getting a refund on the club jackets that were made in the wrong color. Ford Buyer's Guide printed the article Tom wrote about the Shelby Club just in time for Show and Go distribution. Flyers need to be prepared for the Fall Show and Waterford, to be held on separate weekends.

Financial Report -- Lee Swonder reported that we have just over \$2000 in the bank.

Incidentals -- A motion was made to hire a security guard at the Show to keep the parking spaces open for AAA employees and also at

Waterford to have people sign the waiver at the gate. This motion was approved.

50/50 Drawing -- Tom Greene won \$27. Scott Minch donated some key chains, with the GT500 or GT350 logo on them. Also, there were some Ford buttons that were handed out to ticketholders.

45 people were in attendance at the meeting. A board of director's meeting was called for to start after this general meeting. The general meeting adjourned at 9:30pm. Board of Director's meeting started at 9:35pm.

Issues brought up and decided upon at the board meeting were as follows.

- Financial statements are to be printed in every issue of Shelby Life, to be submitted by Lee Swonder, Treasurer.

- To get a club checking account and have some safeguards incorporated with it.

- To get the proper forms regarding SAAC-MCR's incorporation filed on a yearly basis. John Guyer had done this in the past.

- Club by-laws have been a rather well-kept secret, and they are to be printed in the next issue of Shelby Life (you will find them elsewhere in this issue).

- It was agreed to have a meeting in the fall to make sure that all the topics discussed have been carried out or corrected.

Meeting Minutes - June 1988

The meeting was called to order at 8:02p.m. by Tom Greene. First order of business was recognition of new members including Robert Yockey who is building a Cobra kit car (midstates) and is planning on installing a 460 cid motor. He came to the meeting in a '70 White Mach 1. John Logan has a Sunbeam Tiger. Al Trillos and Gordon Burns were also in attendance.

continued on page 25

It Was Twenty Years Ago Today...

By WILLIAM JEANES

■ Since World War II, auto industry oracles have periodically issued predictions of future products, sometimes in the concrete form of "dream cars" or "concept cars," sometimes as press releases. With startling consistency, the predictions have been dead wrong. This phenomenon was recently brought home to me once again as I perused a 1968 *Automotive News* annual almanac issue, taking note of what our automakers saw in the crystal ball.

The industry wore a different face then, made up of equal parts high horsepower and American overconfidence. Imported cars were a threat, but not a conqueror. In one paragraph it was recorded, perhaps a little patronizingly, that "imported cars staged an impressive gain, garnering 9.4 percent of the 1967 market, compared with 7.5 percent in 1966."

So how did the Japanese figure in the industry's future thinking way back then? Well, analysts predicted that imports might reach the million-car mark but opined that if sales did reach that level, U.S. automakers would retaliate decisively and unequivocally. Today, imports own 28 percent of the American market, selling over 3,000,000 yearly, with the Japanese the obviously dominant force. So much for prescience in this area, and for retaliation.

For this, it's easy to forgive Detroit. Who could have known that OPEC would so quickly change forever the automobile business, not to mention that economic perturbations would come to typify the

The 1968 Ford Innovari concept vehicle.



Look at the auto industry's predictions for itself in 1968, and you'll find a pretty fascinating story, but one that has little to do with what actually happened.

1970s? In other words, history has a way of not playing quite fair.

Still, it's amusing and peculiar to read about the things 1968's car people thought we'd have by now, and even more amusing and peculiar to see the same notions being bruited about by their 1988 counterparts. Take computerized navigation systems. In 1968, Ford brought forth its Thunderbird Saturn dream car, which boasted a computer that would render the trusty old printed road map completely obsolete. Fourteen years later, at the New Orleans World's

Fair, Chrysler displayed a similar system. General Motors exhibited the device at its extravaganza at New York's Waldorf-Astoria Hotel last January.

Another example: the joystick. In both 1968 and 1988, GM showed concept cars that replaced the standard steering wheel with a steering stick that first gained prominence in the fighter aircraft of World War I. Twenty years from now, in 2008, computerized navigation systems may actually be available, but joysticks will not. Count on it.

I'm not suggesting that there have not been genuine and substantial improvements in automobiles—and particularly American automobiles—in the past 20 years. There most certainly have. But most of them were barely even hinted at in 1968.

Antilock braking systems (ABS) are a case in point. Simply put, an ABS system senses the relationship between the road and the tire *at each wheel*; the braking action varies among the wheels. This

means that a car can stop in a straight line when its two right wheels are on ice and its two left wheels are on dry pavement. It is, however you choose to look at it, a remarkable idea. But take a look back to 1968, and you'll find that GM considered the system essentially impractical. Chrysler and Ford actually got a few production cars fitted with primitive ABS systems.

Another 1988 feature no one foresaw two decades ago was four-wheel drive. In 1968 the device had long been available in trucks, but the idea that it would be made practical for high-speed, high-performance passenger cars was well nigh unthinkable. AMC's Eagle popped up with an adequate system in 1979, but it wasn't until Audi's Quattro appeared in 1980 that the compatibility between 4WD and high performance was established.

A third innovation scarcely dreamed of in 1968 was fuel injection. Granted, it found its way into the specifications of most of that year's dream cars, but no industry executive anticipated—or even imagined—that virtually every car sold in 1988, and most trucks, would be equipped with efficient, trouble-free fuel injection systems.

No, these executives were too busy attempting, among other things, to rethink the concept of the light truck. At least two manufacturers developed dream vehicles along those lines; however, neither of these pickup truck/passenger car hybrids ever found their way onto the production line. Nonetheless, at a GM show last January, yet another of these conveyances appeared. Meanwhile, Chrysler's minivan has probably come as close as any vehicle to combining the missions of the car and the truck—and, you guessed it, two decades ago no one predicted its impact on the marketplace.

But the issue that loomed largest by far for the auto industry in 1968 was the electric car, a vehicular pipe dream that has been around almost as long as cars themselves. Ford, GM, Chrysler, and American Motors all issued regular updates on their electrical adventures; GM actually showed a three-seat car aimed at electrifying the nation's commuters. Today? Still in development.

So what will we see in the next 20 years? I've been chiding these prognosticators from the past, but let's see if I can do any better. Here are some conservative predictions:

- Aerodynamic refinements will continue, but exterior changes will be more subtle. The cars of 2008 will look more like today's than today's look like 1968's.

- Traction control, which does the same thing for accelerating that the antilock braking system does for stopping, will go far toward ending tire spin under hard acceleration.

- Cars will continue to improve in reliability, and will simultaneously require less maintenance. This will not be a breakthrough, but the continuation of a trend.

- Finally, although the same folks who are making today's cars will be making them in 2008, there will be an important difference. The trend toward what Ford chairman Donald Peterson calls the global car company will pick up momentum. Within 20 years, no car company will be able to compete in the world market if it does not have the capacity to produce components at the most economically efficient locations.

And here's one last prediction: in 2008, someone will write that no one in 1988 had the foggiest grasp on the future of the auto industry. If history is any guide, they'll have a point. [.]

William Jeanes is the editor of Car and Driver magazine.

Meeting Minutes - (continued)

National News -- John Guyer reported that the SAAC Convention will be held in July in California.

Show and Go -- Mark Corich thanked everyone that came out and worked, the show was a success because of it. The biggest problem we had was getting the ballots counted in time for trophy presentations. We hope to have more ballot counters at next year's show, instead of just Arlene Jacobs who counted them all by herself -- a lot of work to say the least.

It was pointed out that the Dearborn police do not like us as we always get harassed by them during the show. Thoughts were proposed on moving all club activities out of Dearborn, Michigan. We need member input on this decision and we request that you attend the next available meeting to voice your opinion.

Director's Report -- Show and Go was a resounding success.

It was deemed obvious that we did not get the 1,000 issues of Ford Buyers Guide we were promised to pass out at the show. I have not yet called the publisher but you can bet that they do not make the same mistake next year.

We need a flyer made for the fall show. Thoughts? Volunteers?

We now have an official club checking account.

Four SVO performance analyzers were donated by SVO. We will raffle off two of them at the Gorno show this fall, with the other two to be raffled off at a future club meeting. At \$229 a piece, we should do a little promoting to get members to come to the meeting.

Financial Report -- Lee Swonder said we have \$4,150.59 after the Show and Go, but more bills need to be paid out yet.

The club has already outgrown the existing club trailer and we are now looking into getting a larger one. We are looking into having a halloween party and there will be a picnic at Stoney Creek in the fall, scheduled for August 21.

50/50 Drawing -- \$28 was won by Al Trillos who was ambushed by Rich Tweedle with a membership application and is now a club member.

Minutes were compiled by Kurt Fredrickson

**BY-LAWS OF THE
SHELBY AMERICAN AUTOMOBILE CLUB
MOTOR CITY REGION**

ARTICLE I

Section 1. **Name**

The Shelby American Automobile Club - Motor City Region shall be the name of the club.

Section 2. **Purpose**

The Motor City Region of the Shelby American Automobile Club is dedicated to the preservation, care, history and enjoyment of the automobiles from Shelby American and other Ford powered vehicles. Enthusiasm is required - not ownership.

ARTICLE II

Section 1. **Members**

- A. Regular membership is open to all persons interested in the purpose of the club.
- B. Membership includes all members of the immediate family. One vote per membership is allocated.
- C. More than one family member may hold an office in SAAC-MCR.
- D. All officers have one vote each.
- E. Honorary membership may be given by a vote of the Board of Directors.

Section 2. **Dues**

- A. Annual dues shall be set by the Board of Directors and are payable by the 1st day of each year.
- B. Dues payment is a requirement for regular membership.
- C. Application for renewal must be made thirty days prior to expiration.

Section 3. **Expulsion**

- A. Regular membership will terminate for non-payment of dues.
- B. Membership may be suspended for thirty days by a vote of the Board of Directors.
- C. Any member suspended for more than thirty days in a year must have his or her membership voted on by the club.
- D. Membership will be terminated by a 2/3 vote of the regular members.
- E. Membership will be terminated upon receipt by the Board of Directors written resignation.

ARTICLE III

Section 1. Monthly Meetings

General membership meetings shall be held on the first Thursday of the month at a time and place to be specified, and run by the Board of Directors.

Section 2. Special Meetings

- A. Can be called by the Board of Directors or by a petition of 10% of the regular members stating the purpose for the meeting.
- B. Notice to be sent to all members within ten days stating purpose and time and place as specified by the Board of Directors.
- C. Notice sent out with minimum of seven days until meeting.
- D. Maximum of twenty-one days from request for an actual meeting.

Section 3. Quorum

A quorum shall consist of 10% of the regular members and 50% of the Board of Directors.

Section 4. Voting

- A. All actions except amendments to the by-laws or expulsion of members shall be decided by a simple majority of the voters.
- B. All votes shall be decided on the basis of a majority decision of attending voting members.
- C. Ballots sent by mail shall be counted at the next membership meeting held at least fifteen days after ballots are mailed.

ARTICLE IV

Section 1. Board of Directors

- A. Must be members of the club.
- B. Shall consist of three members elected annually.
- C. Management and control of the property and affairs of the club is the responsibility of the Board of Directors and other officers.
- D. Shall enforce the by-laws.

ARTICLE IV - (continued)

Section 2. Officers

In addition to the Board of Directors, there may be other officers appointed who have voting privileges at Board meetings. These officers will have responsibilities as defined by the Board of Directors with input from the general membership.

Section 3. Board Meetings

- A. Monthly meetings time and place to be determined by the Board of Directors.
- B. Special meetings can be called by the Board members.
- C. Regular members may attend Board meetings but have no voting privileges.

Section 4. Resignation

- A. Written resignation of Board members and officers must be submitted to the Board of Directors.
- B. This information will be published in the next newsletter.

Section 5. Expulsion

- A. Any Board member missing three consecutive Board meetings shall submit his reasons for these absences.
- B. A Board member may be removed by a majority vote of the Board of Directors.

Section 6. Vacancies

Vacancies may be filled by appointment by a majority vote of the Board of Directors until the following annual election.

Section 7. Expenditures

Approval by the Board of Directors is necessary for all expenditures in excess of \$25.00.

ARTICLE V

Section 1. Liability

All persons or corporations extending credit to, contracting with, or having any claims against the club or the Board of Directors, shall look only to the funds and property of the club for payment of any contract, claim, damage, debt, decree, or judgement or any other monies that may become due or payable to them from the club or Board of Directors, so that neither the members of the club nor the Board of Directors shall be liable personally therefore.

ARTICLE VI

Section 1. Amendments

- A. All amendments must be submitted to the Board of Directors in writing.
- B. Amendments submitted by a Board member or any other member may be voted on by the Board of Directors.
- C. Amendments submitted by petition of 10% of the regular members shall not be subject to veto by the Board of Directors.
- D. A 2/3 majority of the voting membership must vote to accept any amendment.



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 _____

City _____ State _____ Zip _____

Phone-Home _____ Work- _____

VEHICLES

Type:

Year:

Color:

In
Restoration

CONDITION

Fair

Good

Show
Quality

☐☐☐☐☐☐☐☐☐☐☐☐

What are your interests:

☐ Autocross ☐ Drags ☐ Car Shows ☐ 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 \$12.50 to:
SHELBY AMERICAN AUTOMOBILE CLUB, Motor City Region

P.O. Box 4008
Dearborn, Michigan 48126



Shelby Life

Shelby American Automobile Club - Motor City Region
35756 Foothill Drive
Sterling Heights, MI 48077

BULK RATE
U.S. Postage
PAID
WARREN, MI 48089
PERMIT NUMBER 330

Send To:
