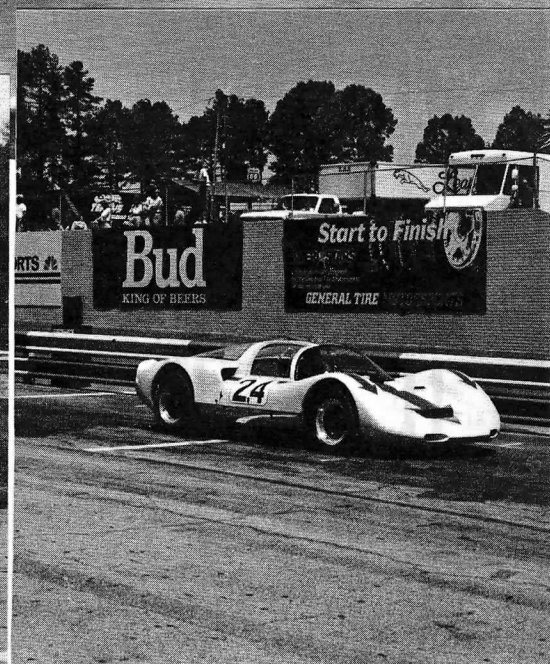
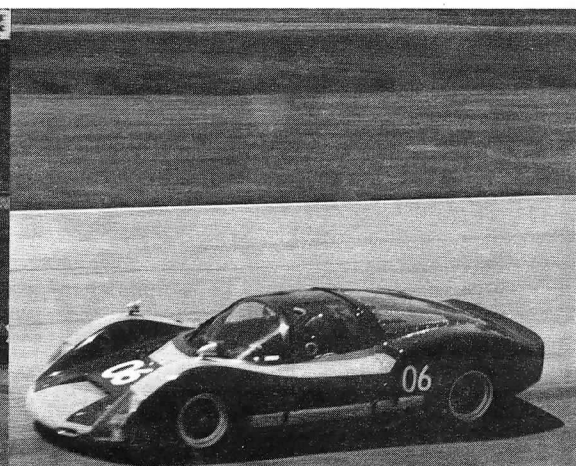
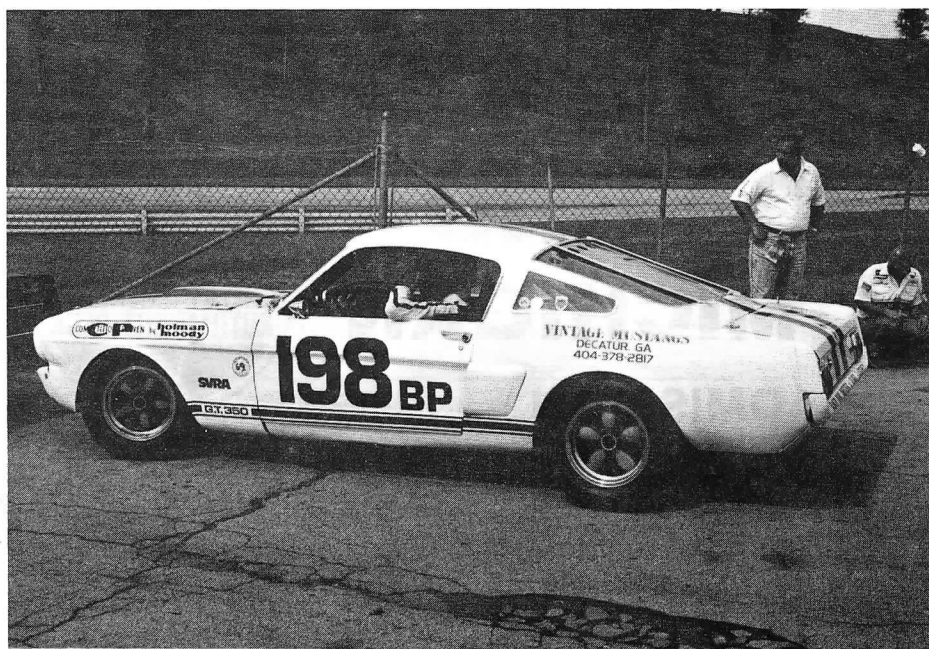




# SHELBY LIFE

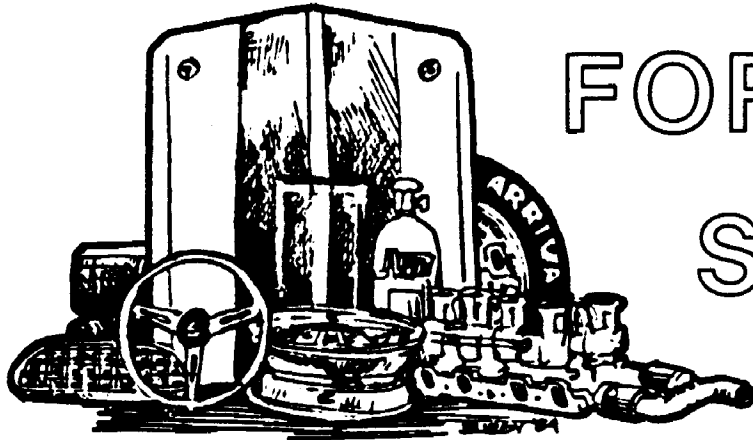
SHELBY AMERICAN AUTOMOBILE CLUB  
Motor City Region

JULY - DECEMBER 1988 Volume: 13 Number: 4



# 8th ANNUAL MID-WINTER

## FORD INDOOR SWAP MEET!



OPEN TO THE PUBLIC  
GENERAL ADMISSION \$1.00



PERFORMANCE PARTS AND LITERATURE

MUSTANG • SHELBY • COBRA • TIGER • PANTERA • FORD

**SUNDAY** <sup>9AM</sup>  
TO  
<sup>3PM</sup> **FEBRUARY 26, 1989**

HELD AT \* **GORNO FORD**  
**WOODHAVEN, MICHIGAN**



SWAP MEET HELD SNOW OR SHINE

### ADMISSION

\*\*\*\*\*

BROWSERS \$1.00

VENDORS (10' x 10') \$10.00

\*\*\*\*\*

SPONSORED BY: MOTOR CITY REGION S.A.A.C.

\*\*\*\*\*

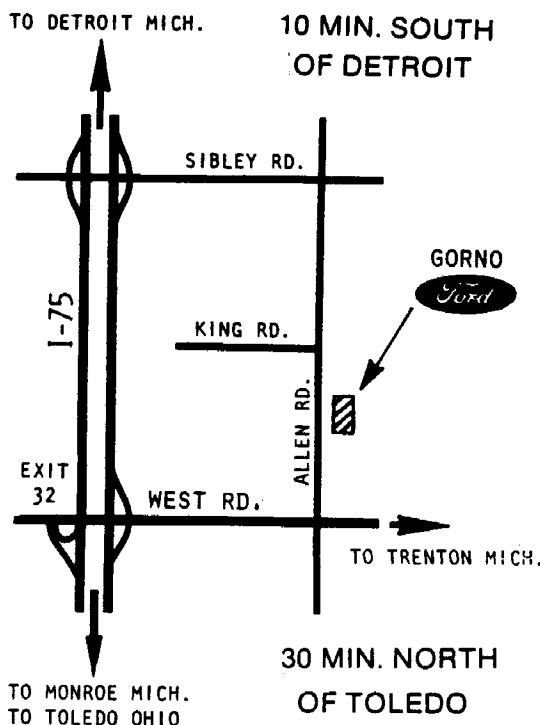
**GORNO FORD** SOUTH OF DETROIT  
**22025 ALLEN RD.** JUST OFF I-75

\*\*\*\*\*

FOR INFORMATION, CONTACT

\*\*\*\*\*

**TOM GREENE - (313)420-0398**



# Shelby Life

SHELBY AMERICAN AUTOMOBILE CLUB - MOTOR CITY REGION

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

EDITOR ..... Dean V. Ricci

## PUBLISHING:

35756 Foothill Drive Sterling Hts., MI 48077  
(313) 358-5188 a.m. (313) 977-0434 p.m.

## STAFF:

Thomas Greene, Steve White, Kurt Fredrickson,  
Michael Updike, Jim Seisser.

## Advertising Rates

Full Page ..... \$40/per issue  
1/2 Page ..... \$30/per issue  
1/4 Page ..... \$20/per issue  
Business Card ..... \$ 5/per issue

Multiple issue discounts available

Shelby Life is a bi-monthly publication, with six issues published annually, based on the calendar year. Publication deadline for editorial contributions and/or advertising copy is the first of the month, for publication on the following bi-monthly period.

## SHELBY AMERICAN AUTOMOBILE CLUB MOTOR CITY REGION

P.O. Box 4008  
Dearborn, MI 48126

OPERATING DIRECTOR ..... Tom Greene  
COMPETITION DIRECTOR ..... Phil Jacobs  
TECHNICAL DIRECTOR ..... Rich Tweedle  
SHOW DIRECTOR ..... Mark Corich  
Asst SHOW DIRECTOR ..... Jeff Meinicke  
SPECIAL EVENTS ..... Dean Ricci  
TREASURER ..... W. L. Swonder  
SECRETARY ..... Kurt Fredrickson  
MEMBERSHIP ..... Rich Tweedle

## 1988 Calendar of Events

DATES      DAY   EVENT



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.

T  
E  
L  
E  
G  
R  
A  
P  
H

N  
O  
R  
T  
H

I - 96

< WEST   EAST >

## From the Editors Desk

### Help is Needed

As you can see from the dates covered on the cover of this issue, this will be the last issue of Shelby Life for this year. It's up to you if it is to be the last issue -- period.

As I had announced back in the beginning of the summer that due to self-employment, I would no longer carry on with editing the club's publication. I had hoped by now we would of had a replacement for me, but as of this writing - no one has volunteered for the job.

This tells me one of two things, the entire club membership is without ambition, or the publication Shelby Life is not necessary due to lack of interest on the part of the membership.

It is necessary for the club to put out a newsletter to keep the membership informed about what is going on. How that gets produced in 1989 is of importance to the entire membership, not only myself or Tom Greene our club director. I hope one of you out there will come forward and take charge of Shelby Life for next year, or some other kind of publication for the club. As I said, help is needed.

### AUTORAMA

The annual Autorama is approaching, due to take place in February of 1989. It will follow the Auto Show this year instead of preceeding as in years past. The Shelby Club will be putting on another club / car display at the event and we need cars to have a quality display. Any Ford powered vehicle will do, but if your car is one of those rare "Cobras" or Panteras" or "GT-40s" you will get first consideration. Next year will pick another group and rotate them year after year. But as I

said, we need cars. If you've dreamed of going to Autorama with your Ford, now is the time to do so. Please send your name, address, phone number and a description of your car to:

SAAC-Autorama Display  
35756 Foothill Drive  
Sterling Heights, MI 48077

If your car is accepted to the show, the club will pay your exhibitor's fee. In order to get your car in the show, a front 3/4 picture and a rear 3/4 picture of your car (in color) will need to be submitted to us as well.

So get your pictures and info sent in to me at the above address AS SOON AS POSSIBLE. Any entries received after November 30 will not be processed.

### COVER PHOTOS

The cars you see pictured on the cover were taken on one of my trips to Road Atlanta this year. This particular event was the Walter Mitty Challenge Vintage Race, which was held in the spring.

There were at least 300 if not more vintage cars entered in this event and it was some kind of fun. One of the best races there is the One Hour Enduro when the "old boys" run a regular endurance race for one hour and the first car across wins. It's an interesting field of GT-40s, Ferraris, Porsches and of course the Fords. There were two '66 GT-350s that went at it tooth and nail all through the race, neither of which broke down or let the other guy get more than 20 feet away. You'd be hard pressed to find racing that exciting at any race with the "newer" cars.

I guess there's something truly unique about pushing an "aging" and "expensive to fix" car at its limits. Something special indeed!



## Letters .....



### Why can't everybody have an Anniversary Edition?

Dear Editor

The recent dismal rumor floating around Motown is that Ford will only build 600-700 25th Anniversary Mustangs, and that it in fact will not be out until 1990. This means another GNX fiasco whereas the people who really want and deserve the cars (the enthusiasts) will not be able to get their hands on one due to availability and high costs. This was my concern a year ago when word first started leaking out about a special edition.

However for a while, it seemed Ford would produce larger quantities, and the cost increase would be represented by the special parts and not some inflated values. If Ford does proceed in the direction of the latest rumors, it will be a dark day in Mustang history! The 25th edition should remain a car for the masses. To do anything else would scar its heritage, just as if naming the Probe as a Mustang would have.

I suggest a massive write in campaign immediately to sway Ford's decisions. Ford is already dragging its feet on decisions and thus caused a delay in the 25th Anniversary Edition. The time for action is now!

Sincerely,  
Steven D. White

## Club Meeting Minutes

by Kurt Fredrickson

AUGUST --

Meeting was called to order at 8pm by Tom Greene. First order of business was welcoming new faces. Bob and Jim Shmina who have restored a white 1969 Mustang Mach One and also a white 1969 Boss 302. They took a first at Show and Go and a 2nd at the PFCA show over 4th of July weekend.

**National News:** John Guyer talked about his trip to SAAC XIII in California and brought back a picture of the whole show area, which was at least 4ft long! Compared to the last two national conventions the turn-out was light, basically because there aren't as many Shelby owners on the west coast. **Show Director:** Mark Corich along with Lee Swonder met with MADD (Mother Against Drunk Driving) on July 18th and discussed having a charity car show with SAAC-MCR with proceeds going to MADD. **Financial Report:** Club treasury shows a balance of \$7,074.08 but will go down with newsletter just being mailed out. **Other news:** Bob Paul from MOCSEM talked about the car club dragway to be held at Milan, and how we could participate. Club member Chuck Lepley took 4 first place trophies in four consecutive shows last month with his '66 Ford Fairlane. Roy and Cheryl Moore won \$18 in the 50/50 drawing. Twenty nine people attended the meeting and we consumed all seven pizzas without much effort. Meeting was adjourned at 9:15pm.

SEPTEMBER --

Meeting was called to order at 8pm by Tom Greene. New faces were recognized and welcomed including, Richard Koss (Gregg Koss's brother) who is working on restoring his 1953 Ford F-100 pickup. Mike Campanella who just happens to own a 1969 Shelby GT350 fastback. Also Stuart Cashman who has a 1970 Boss 302 (silver in color). Rick Blick, who works with club member Dave Allevato (the poor guy) also came. **National News:** John Guyer reported that SAAC XIV will be held at POCONO speedway in Pennsylvania. SAAC XV in 1990 is scheduled to be held in Dearborn, Michigan with the possibility of running the open track event at MIS. The national club is asking us to help out and possibly set up some tech info tables. It was decided to give away the \$230 Ford Performance Analyzers in this order. 1 at Waterford Hills with participants only eligible - 1 at the November meeting and 1 at the December meeting. The 50/50 drawing was won by Dave Allevato, and the amount won was \$26. There was plenty of pizza for all 37 people who came. but all good things must come to an end and the meeting was adjourned at 9:36pm.



Pictured from right to left: Cheryl and Richard Tweedle, Dean Ricci, Jeff Finley and other interested spectators gather for the awards ceremony at the car club drag day [ Lauren Cox - Photo ]

## 1988 Car Club Shoot-Out

"Coming At You in 1988!" that was the announcement in the club newsletters. Well if you weren't there, then it passed you by. What are we talking about? The 1988 FORD POWERED EVENT, held at the Milan dragway on August 13th. This special day at Milan featured cars from the Mustang Owners Club, the PFCa and the Shelby Club.

It was a beautiful day; a cloudless sky and perfect temperatures. Drivers and race fans shared the tense, exhilarating ambiance in anticipation of what was to come. The pit area was controlled panic that somehow produced great efficiency. The stage was set for a Saturday afternoon of barn-burner drag racing.

The drag racing that I am referring to is Street E.T. No Ethel, it does not refer to the little extra-terrestrial alien from outer space we've all come to know and love. Street E.T. stands for Elapsed Time. Suppose Car-A dials in at 13.00 seconds and Car-B dials in at 17.00 seconds. This kind of racing uses a handicap system where by the competing driver with the slower car, in this case Car-B, receives a starting line advantage of 4.0 second headstart against Car-A. If either car goes faster than the dial time, the driver loses that round of competition and will not advance to the next round, or as we say in the business "You Broke Out".

In the first round of competition, 25 cars competed for the honor to advance onto round 2.

In round one, Mike Copeland had the best reaction time of .553 secs. The Rip Van Winkle awards in round one go to, Chris Richardson with a reaction time of 1.172 secs and close behind Matt Paul with a 1.145. In round two Mike squared off against Chuck Hollen. Mike dialed in at 14.30, while Chuck dialed a 13.60. Although Mike repeated with a .558 reaction time against Chucks' .587, Chuck pulled out the win at the finish line running closer to his dial-in 13.634 @ 100mph. to Mike's 14.460 @ 96mph. The semi-final round found Chuck Hollen '67 Mustang up against John Johansons' '65 Mustang. Hollen having a good day thus far, was the faster of the two. Johanson out on a green light start with a .629 reaction time, while Hollen squeezes the tree a little too hard and draws a red light foul on a .430 reaction. The bye-run went to Mike Biesiadecki in the heavy weight 73 Torino. Not wanting to leave bits and pieces on the track, Mike takes a leisurely run of 21.039 secs on a 16.40 dial-in.

In the finals, Johanson having the faster car at 15.50, must give Biesiadecki a .90 head start on a 16.40 dial in. Johanson cuts the best light of the day, .526 against Mikes' .652. At the first set of lights Johanson catches Mike and moves in to take the win by a narrow margin. Both drivers off the pace slightly, with Johanson running a 15.650 @ 87mph, against Mikes' 16.539 @ 87mph.

A fun filled day for all those who participated, as spectators or racers. The question is, will they be back next year? You can bet your reaction time on it. The following donated prizes to the event:

Atchinson Ford - Bill Gage  
 Ramchargers - Sam Messina  
 Holbrook Enterprises - Carl Holbrook  
 Varsity Ford - Skip Anderson  
 Vintage Parts - Curt Green and Bob Paul

## Bank patron takes out anger -- In Cash



James LeBlanc

**Editor's note:** Jim LeBlanc is a longtime member of the Shelby Club

James LeBlanc didn't like the way his bank treated him, so he closed out his account.

One Million, three hundred forty-five dollars and sixty one cents in cash.

"I didn't want their check," he said. "They decided they wouldn't help me during a bad time, so I didn't want them to have my business during a good time. I wanted my money."

It took nearly three hours for the Chesterfield branch of First Macomb to get the cash together and count it out. It was a series of 10 stacks of mostly \$100 bills, weighting just less than 22 pounds.

LeBlanc, who asked for and received a police escort, put the dough in his white 1986 Corvette and drove to First National Bank at 23 mile and Schoenherr in Shelby Township where he deposited it, he said.

"I did what a lot of people felt like doing," he said. "Unfortunately, a lot of people don't have a million dollars."

As far as First Macomb President Charles G. Dharte, Jr. is concerned, LeBlanc's grand gesture was nothing more than a publicity stunt.

"We're not embarrassed by this at all," Dharte said. "This gentleman walks into the bank with a TV crew and two Macomb County sheriffs deputies and demands a million dollars in cash? Of course it's a publicity stunt."

Dharte thinks he can prove it.

"The fact of the matter is that the day before he walked into our bank, he had \$1 million wired into his account from another bank," Dharte said. "He never had a million here at all. He was turned down for a loan and decided to get even. It's the most bizarre thing I've seen in my 30 years of banking."

Because the money was in a commercial checking account, it neither made nor lost interest, Dharte said.

LeBlanc, 38, owns Verne Corp, which has a contract with General Dynamics to make metal parts for tanks, he said. The company which he started 17 years ago, currently employs 63 people. Normally, he uses checks or credit cards.

Last spring, he said, he asked First Macomb for a loan and was turned down. LeBlanc had banked there for the past six years. He estimated he had deposited and withdrawn more than \$20 million at the bank during the past three years. "They're in business, we're in business," he said. "They can do what they want with their money. I can do what I want with my money."



# Meadowbrook IV

By Dean V. Ricci

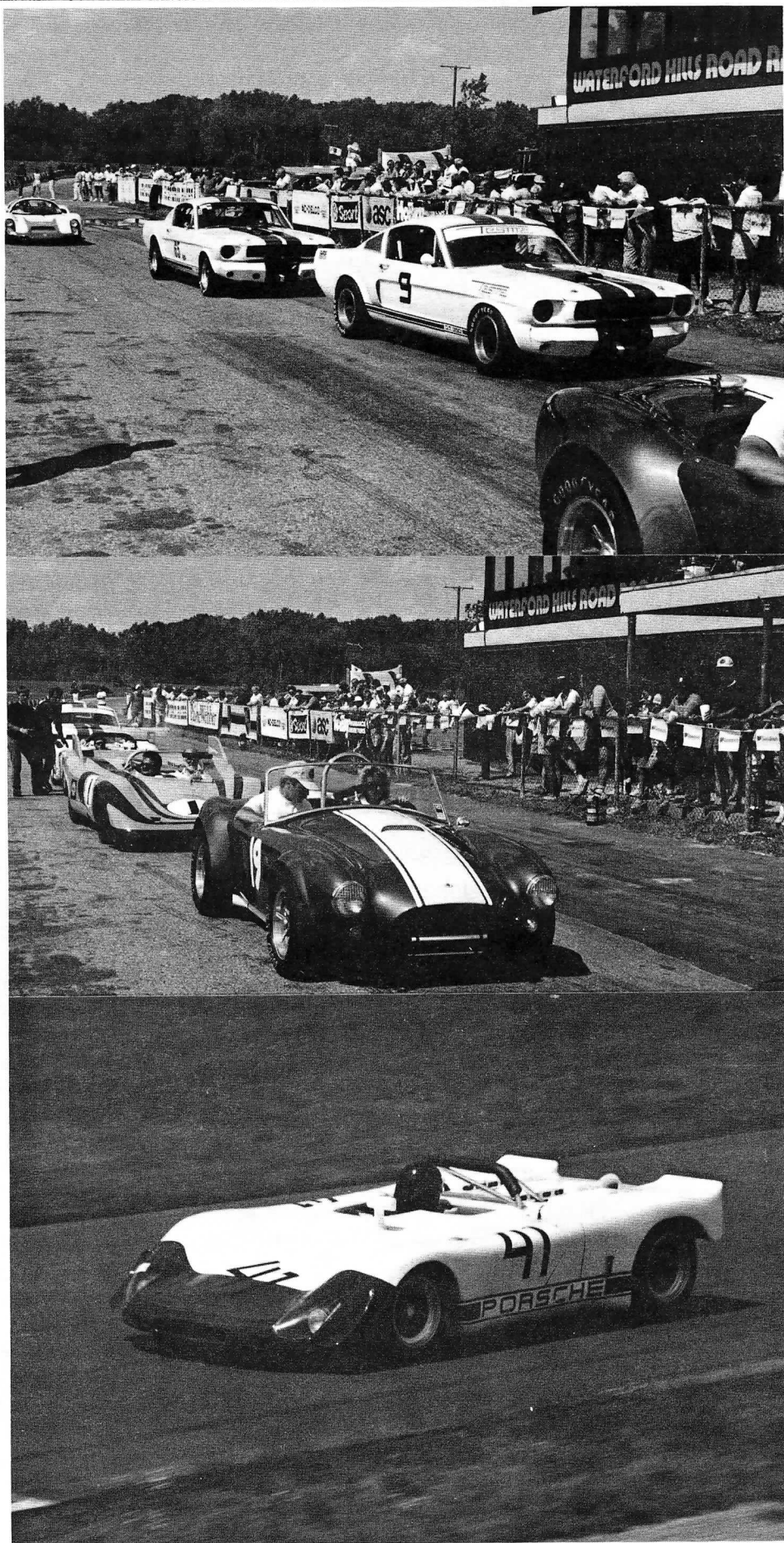
The first weekend in August for the past three years have been very special to me, and many other car enthusiasts I know. It marks the annual running of the Vintage Races at Waterford Hills, which took place on August 5, 6 and 7.

I don't know what I like best about this event, the roaring thunder of the open exhausts on these oldsters — or the big grin on Paddock Marshal Roger Roeske's face, which is due entirely to the roaring thunder of these aforementioned open exhausts !

Roger is not alone in his enjoyment of this weekend, I heard many individuals at trackside remark how wonderful it was to look at these vintage cars in action. It was as if the old production race car wars of the late sixties and early seventies were brought back to life right before your eyes. To watch these cars in person, you experience horsepower with a tenacity the most "high-tech" racing video tape could ever hope to duplicate. In other words, if you haven't been to this event, you're missing the time of your life.

Vintage racing is a whole different breed of sporting event. It still has the spirit of competition that SCCA participants have grown accustomed to. But gone are the pressures of that Central Division or National Championship win. You just get in your car — and have fun with it. If your successful, you are awarded a nice trophy or plaque. Along with that, you get an untold amount of bragging rights for that evenings bench racing session — or the next vintage event you happen to attend.

This year's vintage weekend featured Porsche as the honored Marque. There were enough bathtubs there (Porsche 356 speedsters) to fill every bathroom in Meadow Brook Hall — and beyond. What I'm referring to is a marque parade that was staged especially for the old bathtubs, and they encircled the Waterford Hills track such that the lead car was right behind the last car. It was quite a sight for the 356 fans in attendance. There were also some





vintage LeMans racers there that you would be hard pressed to believe were over twenty years old !

Like most vintage events that are held, you usually see some super rare cars show up for the event. One such vehicle was the Ford 427cid Daytona Super Coupe, brought to the event by George Stauffer of Wisconsin.

For those of you who are not familiar with this car (I know Porsche was the marque - but my blood still runs Ford Blue !) the Daytona Super Coupe is the only such car of it's kind in existence.

Back in the sixties when Ford was running a very successful racing program in USAC, SCCA Production racing, etc..., Carroll Shelby's team was breaking every record they could find with their venerable Cobras. The next evolution of the classic Cobra was the Cobra Daytona Coupe, so named for its debut at the 24 hours of Daytona. The car was built to do one thing - beat the Ferraris. The car fared well, but Shelby and his chief designer Pete Brock knew that they needed more to eventually go to LeMans and win. So, under the direction of Shelby American, Pete Brock began construction of the Daytona Super Coupe, the car that was to dominate LeMans. Unfortunately, Ford had other plans for LeMans -- namely the GT-40 program -- so the Daytona Super Coupe was literally "put on a shelf", unfinished.

The car sat unfinished for almost twenty years, until the car was recently purchased and, with Pete Brock's help, the car was completed in "as if it could have raced at LeMans" condition. To see a car such as this with such an interesting history, actually get up and run out on the course, well ..... you just had to be there.

Vintage racing is a very popular form of motorsports in this country and it gets a little bigger each year. Circle the first weekend of August '89 on your calendars. You won't want to miss out on MeadowBrook V.

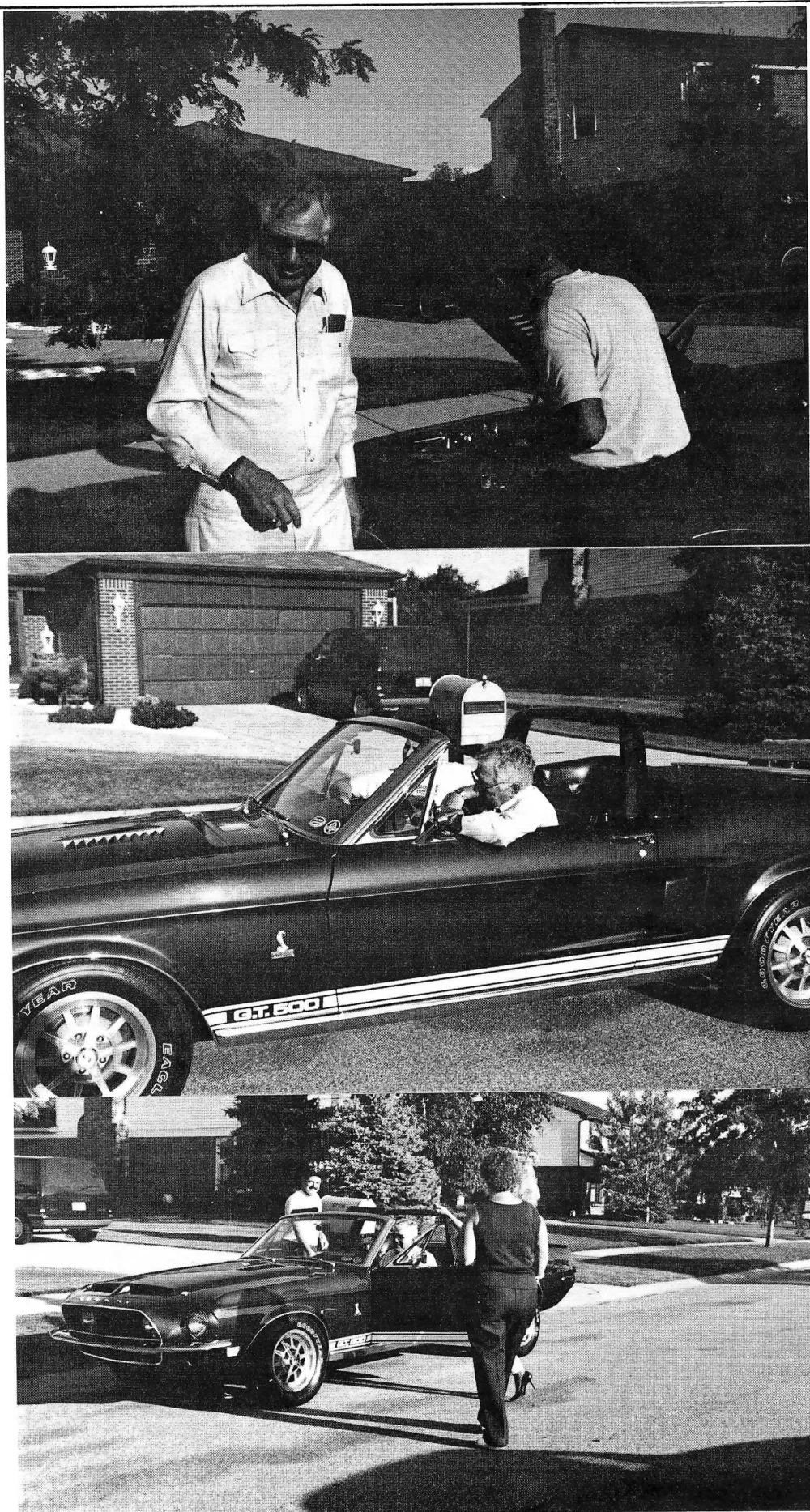


# A Ride with Carroll Shelby

Text and Photos by Scott R. Minch

On an extremely hot day this past August, my friend Don Wilson, who is president of the Southeastern Michigan chapter of the PFCa, called me up and invited my wife and I over to dinner. He said it was mandatory that I drive my 68 GT500 convertible over to his house. I protested due to the 90 degree heat, but he said he wanted to take pictures of my car and his 68 GT500 convertible together. We no sooner arrived and sat down to eat, when his phone rang and Don answered it, agreeing to someone we would be right there.

He then said we have to leave right now ! We jumped in the Shelbys and drove five houses down his street. I told him I think we could have walked this far ! This very nice man came out of the house we parked in front of and introduced himself as Hank Carlini, who I now know is Lee Iacoccas' right hand man at Chrysler. He looked at the cars and turns out to be a nice neighbor of Don Wilsons. As we talked, this little Dodge product comes whipping around the corner, Guess Who ? Carroll Shelby !



As Carroll got out of his car, he grinned from ear to ear seeing the two convertibles. He introduced himself (as if he had to) and quickly went over to the Shelys. He really liked what he saw ! I asked him, if he would sit behind the wheel of my car so my wife could get a picture of the two of us.

As we sat in my car, he was pointing out different problems they had putting the 428 in the convertibles. I asked him if the rollbar was added for structural stability in the convertible, or as a true rollbar. He said it was definately for added strength to the body but worked out good as a rollbar.

He then asked me for the keys. I fumbled in my pockets like an idiot and finally handed them over. He fired up the 428 and told everybody we may come back in about six months ! We went out of the subdivision and out on a five lane highway. He definately wasn't afraid of it. As the C6 barked the tires in second gear, a big grin came over his face. We talked about new projects he is working on and he asked me not to say anything.

This was a real treat for me to have thee man driving my car ! We went back to where Don's car was already running waiting for Carroll to drive



his convertible. Carroll jumped in Don's car and spun the tires from a roll going out of the subdivision, which we have on videotape. When Don and Carroll came back, Don looked like a kid who just stole all the cookies and got away with it ! When Carroll asked got out of Don's car, someone asked; "Which car is faster?" He very diplomatically answered; "It's hard to tell, one is an automatic and one is a four speed." What a perfect answer ! He autographed both cars and told us that he stays with his friends Hank and Annette Carlini when he comes into town. He said he wanted to get us all together again for a barbeque and that he would bring the chili ! A great experience with a very nice and cordiale man !

# SAAC - MCR OCTOBER 2, 1988 WATERFORD HILLS OPEN TRACK EVENT

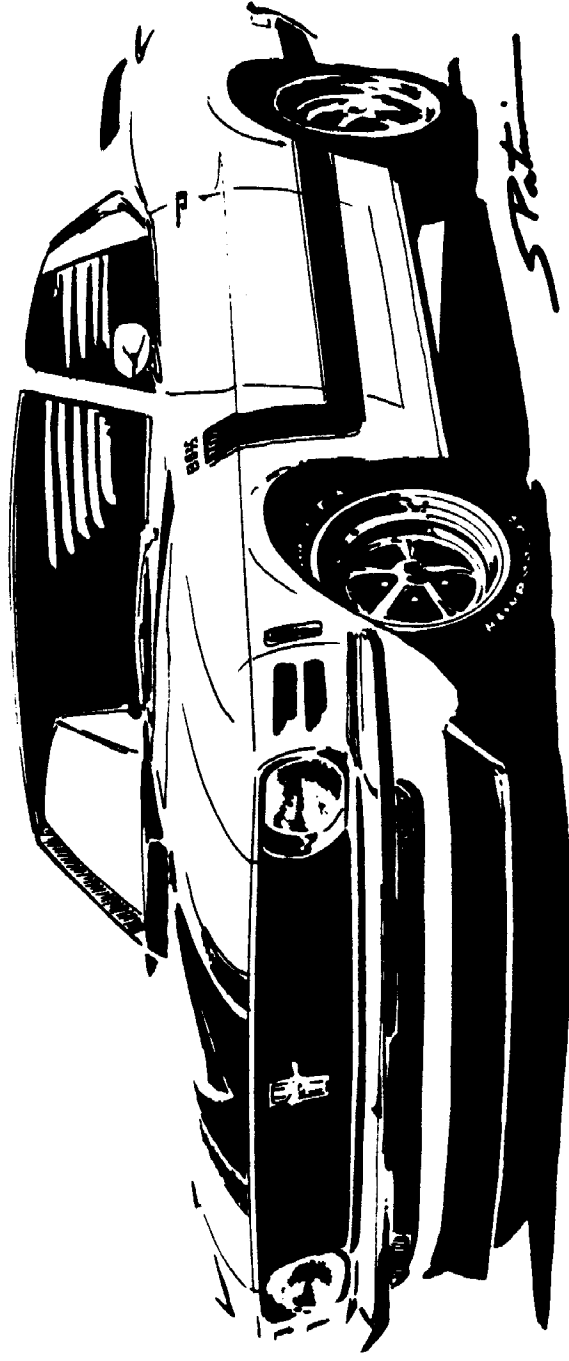
Car No - Name & VEHICLE DESCRIPTION	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5
*****					
# 1 Phil Jacobs	1;34.15	1;34	1;34	1;33	1;32
86 Grey Turbo Coupe	1;31.89	1;30.96	1;30.53	1;31.07	1;31.56
	1;31.44	1;32.03	1;31.88	1;34.62	<u>1;28.47</u>
	-	1;32.41	1;32.14	1;31.68	1;31.23
	1;31.19	1;30.85	1;30.78	1;31.20	1;30.83
# 2 Kurt Fredrickson	1;30.75	<u>1;29.19</u>	1;29.5	1;30.41	1;30.31
87 Mustang GT Maroon	1;30.75	1;31.22	1;29.77	1.29.26	-
	1.32.99	1.31.30	1.31.70	1.31.30	130.21
#4 Rich Tweedle	1.30.95	<u>1.29.32</u>	1.29.47	1.31.16	1.29.77
89 SHO Taurus	1.37.12	1.37.62	1.36.88	1.34.57	-
#5 Gary Godula	1.38.93	1.32.83	1.32.28	1.32.00	1.31.77
87 Mustang GT Maroon	1.32.32	1.32.42	1.32.29	<u>1.31.57</u>	1.31.86
	1.32.51	1.32.83	1.31.86	1.32.78	1.31.77
driven by TG	1.29.95	1.29.70	1.28.71	1.28.54	1.28.24
# 6 John McIver	-	-	-	-	1.30.84
87 Black Mustang Cpe	1.36	1.24.91	<u>1.24.64</u> <sup>1</sup>	1.25.42	1.26.41
# 8 Dean Ricci	1.44.22	1.46.43	1.44.84	1.44.56	-
White 84 Mustang Anniv	<u>1.43.24</u>	1.46.24	1.44.97	1.43.90	1.44.06
# 9 Rodney Beckwith	1.46.65	1.37.64	1.33.70	<u>1.33.39</u>	1.41.06
Brown Zephyr 2 dr 2.3L	1.39.88	1.39.67	1.38.85	1.39.86	1.43.63
# 10 Glen Bates	1.38.11	1.46.12	<u>1.32.77</u>	1.36.33	1.38.09
87 Maroon Mustang GT	1.40.1	1.39.14	1.39.44	1.39.9	1.32.89
# 11 Robert LaMoreaux	1.38.89	1.37.44	1.43.98	<u>1.33.97</u>	1.43.67
Blue Mustang GT	1.40.83	1.40.40	Track shut down		
	1.45	1.40.13	1.39.55	1.35.19	1.36.14
# 12 Steve White	1.34.70	1.34.75	1.34.39	<u>1.33.79</u>	1.43.67
Black 66 GT350H	1.36.81	1.34.49	1.35.19	1.36.22	1.41.06
	1.35.19	1.35.48	1.34.90	1.34.94	1.34.71
# 14 Scott Kimbrough	1.29.03	1.28.97	1.29.87	1.30.18	1.29.38
73 2.0 L Pinto S/W	1.28.30	1.28.61	1.29.47	1.29.43	1.32.13
	<u>1.27.47</u>	1.29.11	1.28.43	1.29.32	pitted

# SAAC - MCR OCTOBER 2, 1988 WATERFORD HILLS OPEN TRACK EVENT

Car No - Name & VEHICLE DESCRIPTION	LAP 1	LAP 2	LAP 3	LAP 4	LAP 5
*****					
# 15 Ron Wahl	1.40.67	1.40.65	1.37.94	1.39.36	1.44.38
White Mustang GT Conv	1.37.99	1.38.30	1.37.02	<u>1.36.99</u>	1.37.47
# 16 John Guyer	1.41.78	1.39.76	<u>1.39.16</u>	Track Shut Down	
67 Shelby GT350					
# 18	1.35.78	1.36.15	1.35.72	1.35.09	<u>1.34.63</u>
Black Capri RS	1.46.45	1.44.18	track shut down		
	1.37.60	1.37.34	1.37.94	1.36.8	1.46.55
# 17 Bob Varcoe	2.08.34	1.44.18	<u>1.42.80</u>	1.49.30	-
66 Blue Mustang Coupe					
# XX Larry Spradlin	1.40.05	1.37.97	Track Shut Down		
Blue T'Bird 3.8 L	1.38.89	1.49.70	1.38.17	<u>1.35.39</u>	-
	1.36.50	1.36.06	1.36.94	1.36.26	1.35.78
# XX Anonymous	1.46.83	1.39.67	<u>1.38.85</u>	1.39.86	1.43.63
Dk Blue 89 Must LX					
# 91 Tom Greene	1:27.51	1:26.89	1:26.38	1:27.86	<u>1:26.37</u>
'66 GT350 Red	1:26.82	1:27.84	1:27.53	1:26.84	1:27.27
	1.27.27	pitted			

**1** Fastest Time of the Day - 1 1.24.64 - John McIver





THE FIRST STORE NORTH OF 14 MILE ROAD

**OPEN EVERY DAY!**

**10 AM - 9 PM**

**12 - 5 PM Sunday**

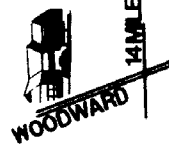
**646-2886**

**646-AUTO**

# AUTO ENTHUSIASTS

- Books covering all automotive topics
- Magazines from around the world
- Hundreds of finely detailed metal models of all makes
- Original Automotive Artwork including commissioned works
- Radio Control Cars
- Posters and Limited Edition Prints
- Unique Auto Wear Fashions
- Extensive Automotive Video Selections
- *Including racing, history & personality topics.*

1895 S. Woodward







**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			CONDITION			
Type:	Year:	Color:	In Restoration	Fair	Good	Show Quality
_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**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:**

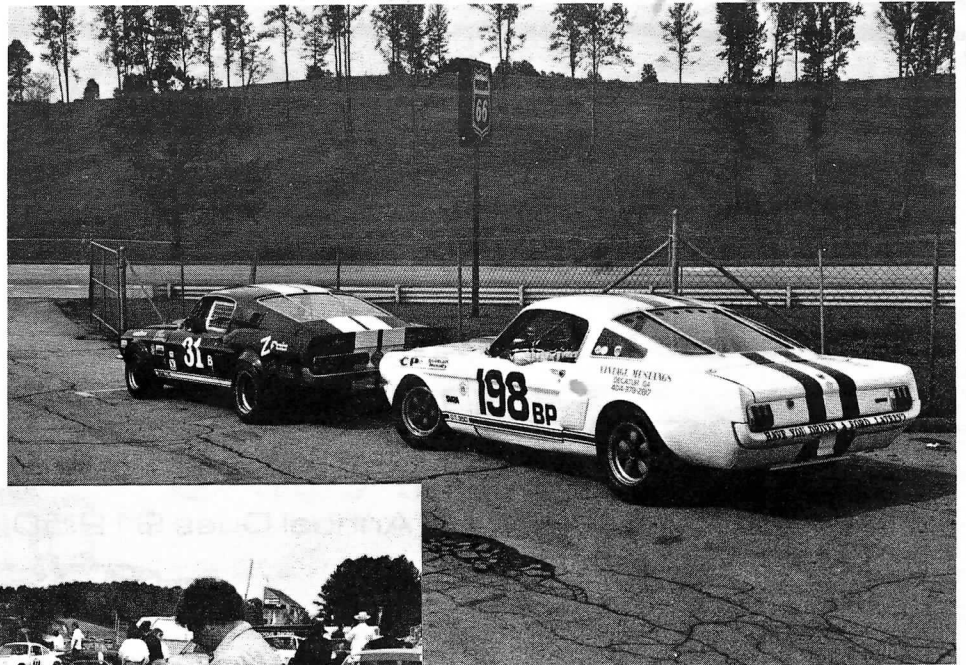
- ☐ Newsletter, Mailings   ☐ Planning & Organizing Events   ☐ Working at Events  
☐ Other \_\_\_\_\_

**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:**

---