

SHELBY LIFE

OFFICIAL PUBLICATION
OF THE
MOTOR CITY REGION

JULY, AUGUST, SEPTEMBER 93 SHELBY AMERICAN
AUTOMOBILE CLUB



SHELBY AMERICAN AUTOMOBILE CLUB - MOTOR CITY REGION

OFFICIAL CHRISTMAS /WORKER PARTY!!!!!!!

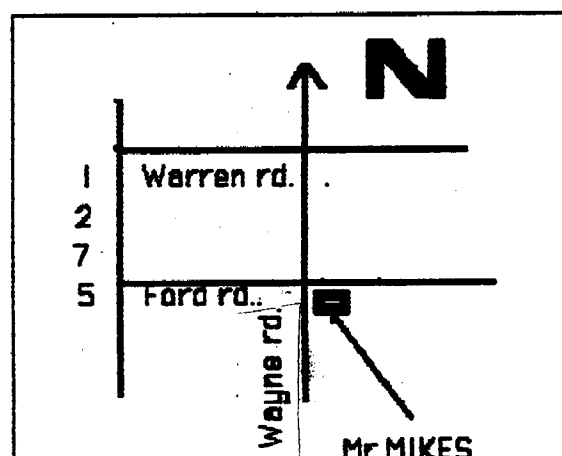
SATURDAY DECEMBER 4 1993

TO BE HELD AT Mr MIKES RESTAURANT & BAR
35323 Ford road in Westland

All club members are welcome to come.
The people on the worker list will have
the shelby club pick up their bill. The
workers may bring a guest for \$10.00 .

Anyone else can join us but you must
pre-pay \$15.00 per person. (the club will
pay the rest) There will be no limit on
the beer or the mixed drinks.

This is your official invitation, if you
are interested in coming you
MUST call Kurt Fredrickson no later
than November 21 1993 even if you are on
the worker list . My phone number is
1-313-427-2449



**STARTS AT 7pm. and lasts till
they kick us out !!!!!!!!!!!**

All the members listed below have donated their time to help our club
operate as smoothly as possible and are invited to the Shelby Clubs
Christmas Party. The club will buy your dinner and all drinks and cover
all tips. It,s the Shelby Clubs way of saying thank you.

- Dave Allevato
Kathy Betki
Mark/Linda Corich
Brian Fedoroff
Carl/Kathy Galietti
John Guyer
Phil/Arlene Jacobs
Roland Kingsbury
John Logan
Dale Rabe
Rich/Sandy Tweedle

Rodney Beckwith
Stu/Babe Cashman
Bill Davidson
Jeff Finley
George/Heidie Gorno
Trish Judson
Larry Jacobs
Bud Koss
Ed/Lori Ludtke
Dean Ricci
Dawn Wrybkowski

Walt Berti
Vito Campanaro
Jack Elder
Kurt Fredrickson
Tom Greene
John Heflin
Cathy Kachigain
Greg Koss
Scott/Anne Minch
Mike Sedlak
Tim Young



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Contributors to this Issue

Kurt Fredrickson
Larry Jacobs
Phil Jacobs
Ed Ludtke
Mike Sedlak
Rich Tweedle
Steve White

Editor
John Guyer

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Club Directors

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427-2449
Competition: Ed Ludtke
626-4312
Membership: Rich Tweedle
791-0279
Treasurer: Carl Galletti
591-3569
Secretary: Rodney Beckwith IV
474-0372
Advertising: Phil Jacobs
879-8557

THE CHILI BILL

The Chili Bill was first introduced in 1981, no action was taken on it. The Chili Bill was re-introduced in the House of Representatives September 26, 1991. No action was taken.

What is the Chili Bill, you ask? H.J. Res. 337 will make chili the Official Food of the United States of America.

France has French Toast. Germany has German Potatoe Salad. Canada has Canadian Bacon. Don't you think it's time for American Chili.

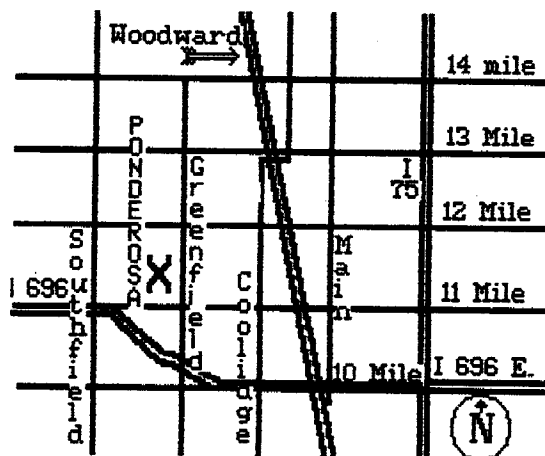
Write your Representative and let him know you want to support H.J. Res. 337, The Chili Bill.

SAAC 19

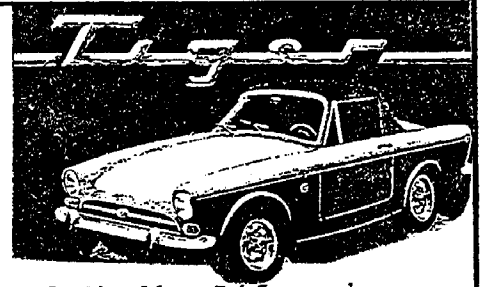
Yes it's time to start thinking about next year's convention in Indianapolis, IN. We have 15 rooms (\$62+tax/night) Indianapolis Motor Speedway Hotel. Call Rich Tweedle 791-0279.

ATTENTION! ATTENTION!

DON'T FORGET SHELBY CLUB MEETINGS ARE MOVING TO A NEW LOCATION STARTING OCTOBER 7th. THE PONDEROSA 11 MILE AND GREENFIELD ROADS IN SOUTHFIELD.



DIRECTORS CORNER



I would like to welcome you to another issue of Shelby Life, where as being the Operating Director it is my belief that the general membership should have a little understanding of what is going on in the club and why. I feel that the best way to accomplish this is by coming to the club meetings or by reading Directors Corner to know what's going on.

Due to the fact that our club newsletter is published every quarter, it seems that half the items I write about have already taken place by the time you receive your issue. We have a calendar of events in the front of every issue to give you as much warning as possible but there are times that some activities don't make it to "press" because they were planned and already been done between issues of Shelby Life. That's why you always hear me preach that if you don't want to miss out to make it to the meetings.

One of the topics this issue is that at the August Shelby Club Meeting we had a vote by the members to move the club meetings to PONDEROSA which was chosen for the food that is served and the location of the restaurant which is on 11 Mile and Greenfield and seems to be about in the middle between our westsiders and our eastsiders. As most of you are probably already aware, we have been in search of a new meeting place for close to a year, and let me tell you it has not been easy because there were many factors involved.

The meeting room is large enough to hold close to 90 people and is completely separate from the main dining area of Ponderosa so there will not be the noise and traffic like we had to deal with at Pizza Hut. The room also has a TV with a VCR so we will be playing different tapes that the club library has in possession and will give the members a chance to view the tapes and also take them home for the month. I saved the best for last the food, no more pizza and pizza and more pizza because now you have a choice, and it's all you can eat salad bar and desert bar and can choose your own meal. So come on out and give it a try. We are only meeting there for the rest of the year, at the December meeting the members present will vote to stay at Ponderosa or go back to Pizza Hut.

Elections take place at the November Meeting, you will find a ballot in this issue. If you would like to get more involved here's your chance to do something about it. We have some Director positions open for the 1994 calendar year. They are "Show Director" which Scott Minch and Mark Corich has handled for the last two years and has made our club financially strong and continued to make SHOW & GO one of the premiere FORD car shows in Michigan. They deserve much more thanks than I could possibly say or write. "Competition Director" which Ed Ludtke has handled the job for the past three years has done an excellent job in making our track events... Safe....Fast....and Fun. The Shelby Club and I THANK YOU ALL.

Kurt Fredrickson

SAAC-MCR-SEPT
12/31/92 Through 9/2/93

9/ 2/93
HOME92-Shelby Checking

Category Description	12/31/92- 9/2/93
<hr/>	
INFLOWS	
1993 dues	630.00
93 WINTER	2,174.00
club dues	464.00
Fall Show	80.00
Show Revenue	6,716.85
Track income	1,345.00
Bal Fwd-Shelby Checking	6,199.57
<hr/>	
TOTAL INFLOWS	17,609.42
OUTFLOWS	
Bad Debts Exp	10.00
club trailer	18.38
Fall Show	207.85
Newsletter	824.27
Show,Track Expense	4,984.53
signs	547.52
Sound System	700.00
Stamps	103.00
stanchions	120.00
tables	156.00
winterswap	280.39
<hr/>	
TOTAL OUTFLOWS	7,951.94
OVERALL TOTAL	<hr/> 9,657.48 <hr/>

HARVEST HAPPENING 1993

by Larry Jacobs

The Harvest Happening took place at Waterford Hills Road Course on September 5. The conditions were ideal, mid 70s with low humidity. Warm enough for good traction and cool enough for good horsepower. Twentyeight drivers tested themselves against the challenging Waterford Course.

We had an especially varied mix of cars. I'm sure part of this was due to this date previously being used by the Michigan Sports Car Club, which was well represented. The Southeast Michigan Region of the Porche Club was represented by four members. The Shelby Club was well represented by seven late model Mustangs, one '66 Shelby 350, and one ERA 427 Cobra. Unfortunately, none of the Club's fine Vintage Ford Race Cars were in attendance. It's a shame we couldn't show off any of these excellent machines.

The end of the summer brings out a more aggressive driving posture in most of us. I'm sure many of us view this as a final exam. Have we improved over the season? Unfortunately, this usually leads to some off track excursions. We had two such incidents. Michael Bachman's silver '86 GT dropped a tire off existing "Big Bend". He was very lucky to only break his rear spoiler and some minor sheet metal damage when he hit the "ARMCO". Frank Schwartz also had an incident at this location earlier in the day. His Fiesta Race Car broke a spindle and damaged a front fender. Unbelievably, Frank was back on the track later that day with a new fender and spindle.

A special thanks to Kurt Fredrickson's valiant efforts to time the participants. Without some sort of electronic time keeper its tough to get accurate individual lap times. In an attempt to smooth out the highs and lows I picked out the best session for each driver and averaged the times. I left out any extremely high or low laps. My assumptions were that no one really turned a 56.293 lap and the really slow laps must have been caused by traffic. The results are listed below.

A special thanks to Ed Ludtke for another well run track event. Phil Jacobs and Roland Kingsbury did a fine job of teching all the cars. John Guyer and his wife Trish made lunch the high point of the day. Thanks to rest of the workers who made this event possible.

In parting I hope next year we get a chance to see some of the Club's fine Shelby's on the track. I'll leave this event with the awesome sight & sound of Oscar Brannen's stroked 427 Medium Riser ERA Cobra firmly in my memory.

Steve White GT350H



Glen Bates

Red Mustang

Oscar Brannen's white
427 ERA Cobra

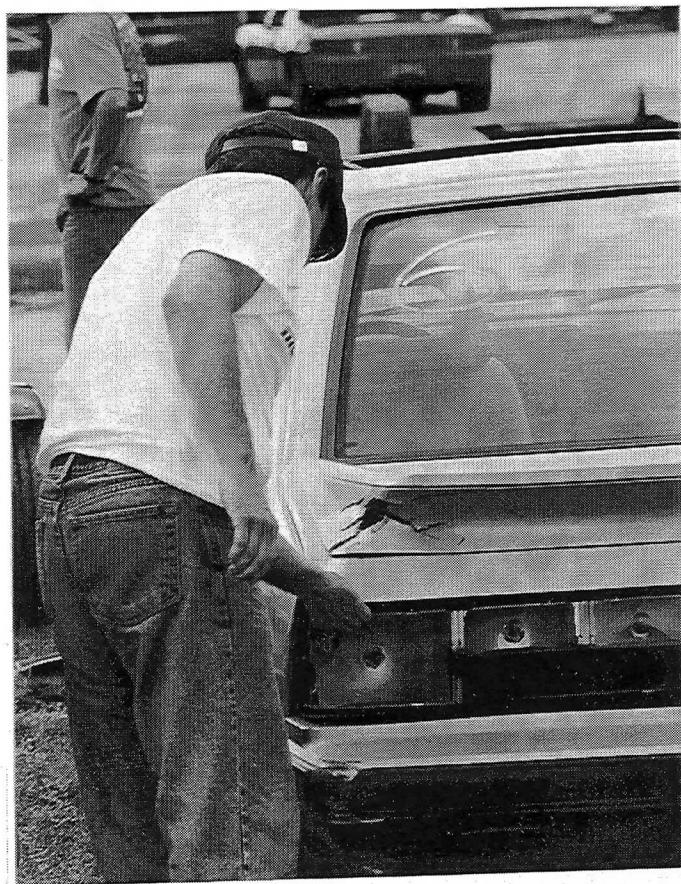


CAR #	DRIVER	CAR TYPE	Average TIME BEST
6	Michael Bachman	86 Mustang GT	85.9 seconds
2	Mike Eckhaus	93 LT1 Vette	80.8
55	John Logan	White Mazda	81.4 (3 laps)
4	Jerry Dorr	914 Porsche	86.4
1	Bob Sandau	944 Porsche Turbo	81.1
3	Tony Eddy	White Mazda	88.5
8	Kendal Jones	Red Sprite	91.5
5	Ken Stidwill	Red Lotus	84.3
30	Mike Kramer	Red Mustang GT	85.4
89	Sheryl Dekutoski	White Camaro	95.4
7	Scott Smith	White BMW	89.8
10	Roger Sullivan	Bk Porsche Turbo	92.4
15	Bruce Scharfenberg	Green Lotus	87.4
9	Larry Jacobs	87 Mustang LX	80.3
17	Rob Eaton	88 Mustang GT	81.8
11	Mark Harmer	Black Lotus 7	89.8
12	Pat O'Neil	Black Lazer	90.4
14	Dave Clink	Red Capri	89.0
24	Frank Schwartz	Blue Fiesta	NA
36	Glen Bates	Red Mustang LX	91.1
25	Jeff Luckritz	Red GT1	88.2
16	Eric Weeber	Silver Fiero	95.3
66	Steve White	Shelby 350	90.1
20	Dean Ricci	93 Cobra Mustang	99.0
34	Oscar Brannen	ERA 427 Cobra	89.4
33	Jack Sherman	911 Porsche Turbo	85.2
50	NA	NA	84.1

Larry Jacobs' red Mustang LX



Michael Bachman surveys his incounter with 'ARMCO'.



FACTUAL REPRESENTATION

YEAR - MODEL: _____

SERIAL NUMBER _____

FORD SERIAL NUMBER (FOR '65 - '66 - '67 CARS) _____

PRESENT CONFIGURATION
(CIRCLE ONE)

- 1 - UNRESTORED, ORIGINAL
- 2 - UNRESTORED, SLIGHTLY MODIFIED
- 3 - UNRESTORED, HEAVILY MODIFIED
- 4 - RESTORED, CONDITION
- 5 - RESTORED, SLIGHTLY MODIFIED
- 6 - RESTORED, HEAVILY MODIFIED

OWNER'S ESTIMATE
OF PRESENT VALUE:

\$ _____

PRESENT CONDITION
(CIRCLE ONE)

- 1 - BELOW AVERAGE
- 2 - AVERAGE
- 3 - ABOVE AVERAGE
- 4 - EXCELLENT
- 5 - MINT/PERFECT

Please enclose 3 recent (non-returnable) color photographs of the car which show front/side view, rear/side view and engine compartment.

I/We hereby warrant and represent the factual accuracy of the information contained herein.

NAME _____

SIGNATURE _____

ADDRESS _____

CITY, STATE, ZIP _____

RELEASE

I/We understand that the information contained herein will be used by the Shelby American Automobile Club, together with photographs provided, to prepare a Statement of Value.

The Statement of value is a service, provided by the Shelby American Automobile Club, to assist members in obtaining the amount of insurance to adequately insure the subject automobile, commensurate with the thinking of the insured member, not the Shelby American Automobile Club. The Shelby American Automobile Club, with input from the member, will provide a value within a range of values as the prices of Cobra and Shelby automobiles have escalated and fluctuated measurably in recent years. Member agrees, as evidenced by the signature affixed hereto, that in no way will the Shelby American Automobile Club or the insurance company be held responsible by them for any deficiencies in insured value or coverage, which may result by price escalation or the insured's decision to underinsure or by reason of the Statement of Value or for any reason whatsoever.

Member understands that the Statement of value is not a guarantee or warranty, but an opinion based on market asking price within a range based on condition. Member further understands that damages may occur if member requests a modest or undervalued Statement of value in order to carry lower insurance coverage and/or premiums.

Member warrants and represents that the photographs provided are of their automobile, the subject of this fact sheet, and that subject automobile is in the same condition as evidenced by the photos on the date of issuance of insurance.

Member hereby releases the Shelby American Automobile Club, its officers, directors, employees and volunteers from any and all liability of any type or in any amount whatsoever, which may arise as a result of the information contained in this fact sheet or from use of the Statement of Value for any reason or purpose whatsoever.

These representations, warranties, releases and understandings and agreements are binding upon the heirs, executors, administrators, assigns and trustees of member. Member agrees that in the event of dispute, concerning use of the fact sheet or Statement of Value, that the dispute will be heard and settled in binding Arbitration pursuant to rules promulgated by the American Arbitration Association. The victor thereof shall be entitled to reasonable attorneys fees and Court costs.

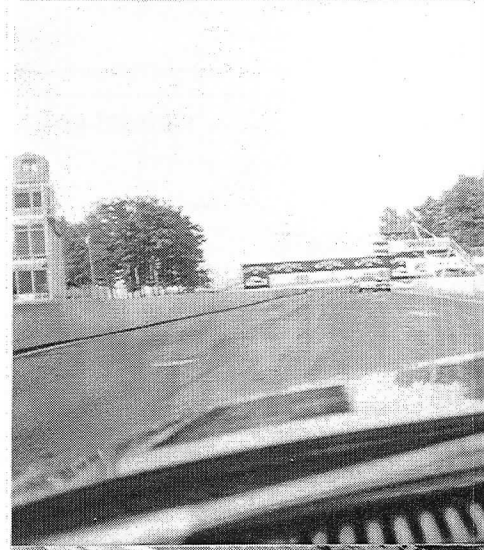
DATE _____

SIGNATURE _____

Return with photos to: **SAAC, PO BOX 788, SHARON, CT 06069**



S A A C 1 8





WATKINS GLEN



COMPETITION CORNER

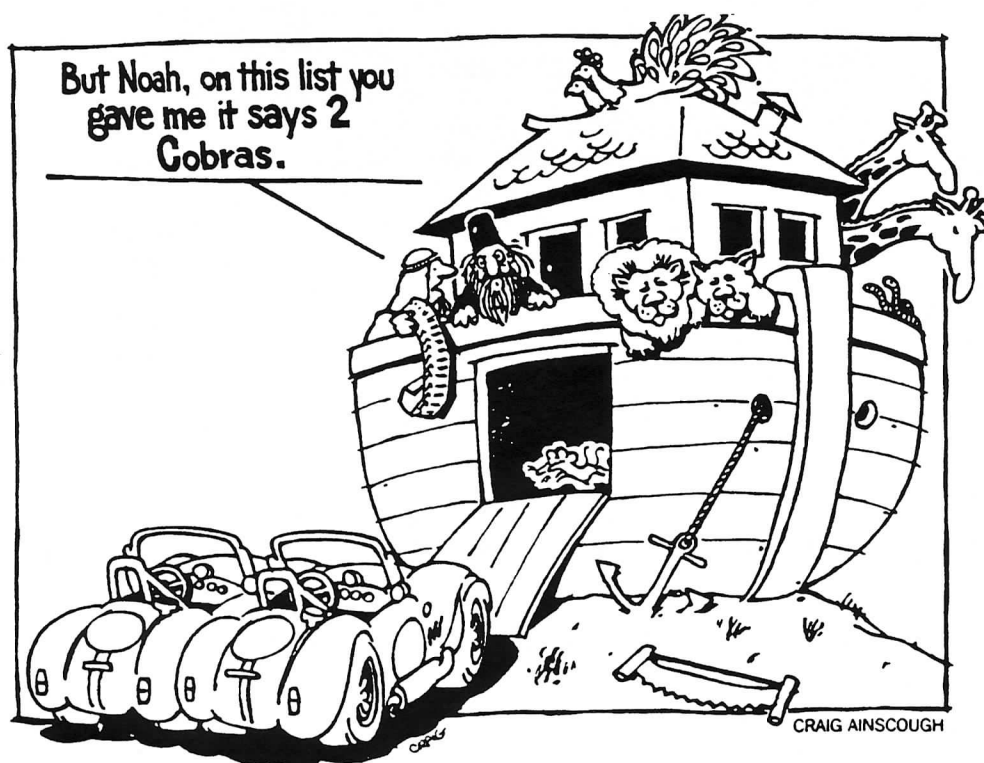
by Ed Ludtke

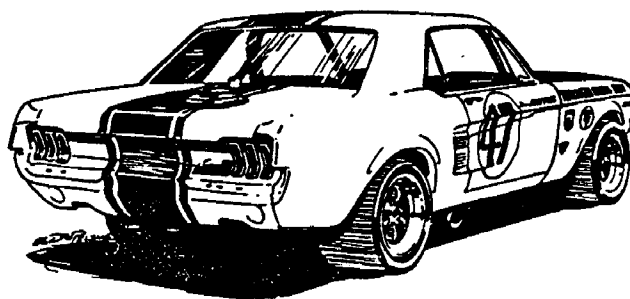
When I joined the national Shelby club in 1976 I was aware they had a convention that year in California. I was very happy to learn the next one was in Hershey PA. My good friend Kevin Schaberg and I planned to go and we were not disappointed. Lots of Cobras, Shelbys, Mustangs and Fords. That was my first taste of the excitement of a Shelby National. There were many more since and this years in Watkins Glen was one of the best. We had a great group of folks who went, lots and lots of track time on the very fun and historic F1 track and lots and lots of those wonderful cars to look at. For those of you who weren't there, you missed a great one. For those of you who are not national members this is the best reason to join. Not to many other clubs rent the caliber of tracks the Shelby club does! If you like to drive your car at speed and not just polish and show it, this club is for you.

When I moved back to the Detroit area in 1977 I heard about SAAC-MCR for the first time. I attended the Show & Go that May and was impressed that the Go event was at Michigan Intl. Speedway. I had been to Autocrosses before and tried my hand with my street Boss 302. Ben Scheiwe and Jeff Burgy put on a wonderful event and I joined the local club. I was not a very active member then as I worked afternoons and wasn't able to attend meetings or events. I watched the next (and last) years MIS event in my truck as my Boss was under restoration. The local went a different direction than I was hoping for and I didn't renew until 1987. Vintage racing with Tom Greene at Waterford showed me that the local had gotten back to it's roots. I never expected to be elected competition director in 1990 and it has been a great three years! Ben and Jeff left some pretty big shoes to fill and I hope I did them proud. Our track events have turned a profit, we have had record numbers and some very exotic cars at Waterford. I had dreamed of going back to MIS, but now Mr. Penske has even kicked out the Detroit SCCA, too bad he sees only \$\$\$ and not his roots.

I won't return as competition director in 1994 as much as I'd like to. Projects around the house and auto restoration projects will soak up all of my free time in the next year or so. I hope whom ever takes over this position will get the same support you have given me. I wish to thank everyone who gave up their time to come out and help at events. Thanks also to those who just came out to watch and eat John's Shelby Chilli! The more the better, we sure had fun. Thanks for all the kind words on the way the event was run and sorry to all those who didn't quite get into that right group. I want to thank my wife Lori for all her support and understanding all those phone calls at odd hours. I will

still be a part of this club and help all I can. It is a great bunch of people and let's not lose sight of what this club was about those many years back, using our Shelybs and Mustangs as they should be.....at SPEED!!!!!!





A DREAM COME TRUE
THE MEADOWBROOK HISTORIC RACES

BY: Phil Jacobs

I first learned about the TRANS AM series back when the '70 BOSS 302 was introduced. It was one of the greatest series ever for muscle car fans. All of the big three participated with cars that looked like the street versions. 1970 was a great year for Ford fans because Mustang came out on top. I have dreamed of owning and/or driving a car from that era ever since.

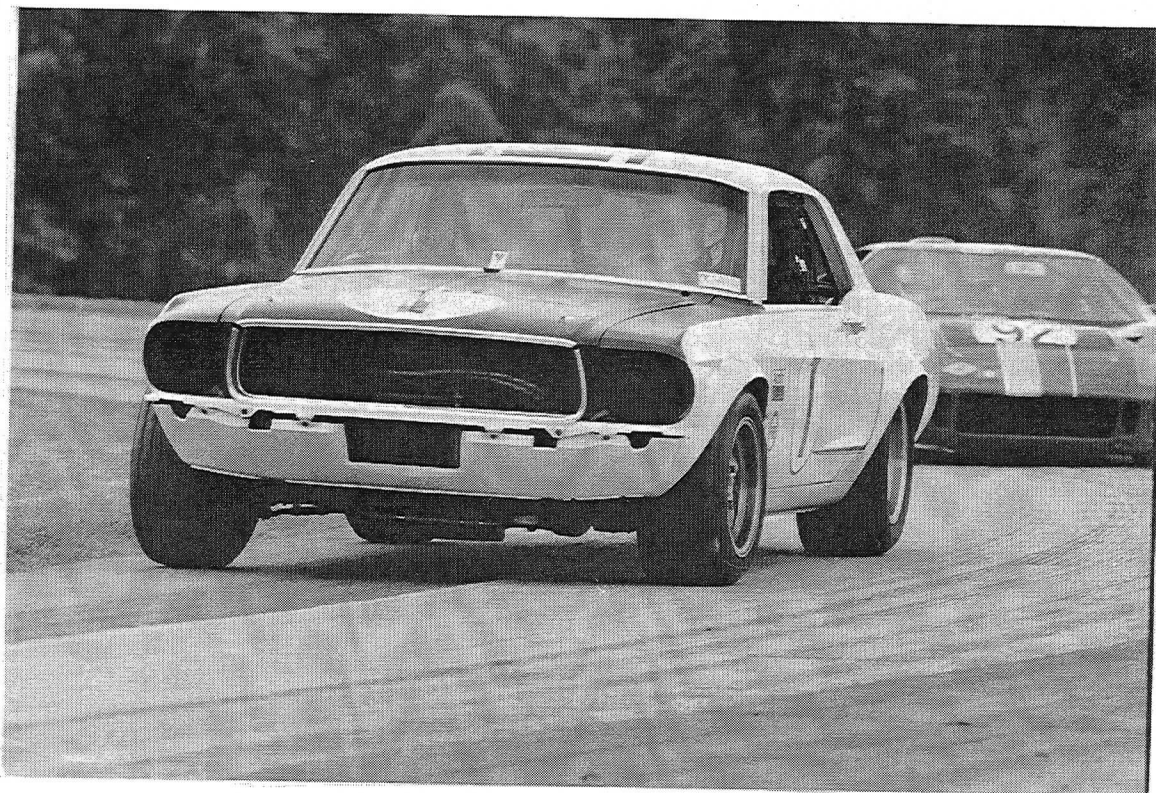
My dream came true during the 9th running of the Meadowbrook Historic Races at Waterford Hills Race Course on the weekend of August 6 - 8, 1993.

This years race drew 101 entries including club members Tom Greene ('66 GT350 Shelby), Kurt Fredrickson ('70 BOSS 302), Mike Sedlak ('70 BOSS 302), Bob Varcoe ('67 Camaro), Bill Davidson (Opel GT) and myself ('68 Mustang). Mike Sedlak did a great job of getting a total of 10 Trans-Am type cars together for this race. Plus there were 4 of the under 2.5 Liter T/A cars. Cars from all of the big three were represented.

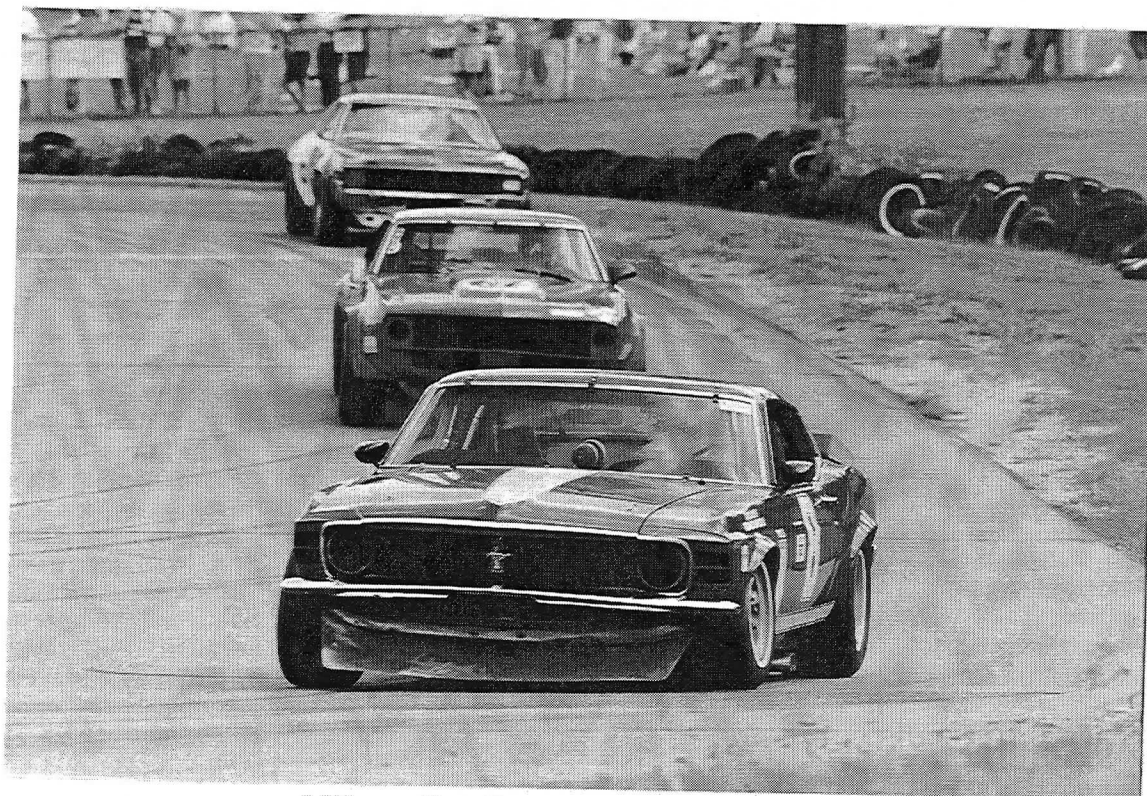
Mike Sedlak was able to win races both Saturday and Sunday. Bob Varcoe finished second to Mike both days after great battles between themselves and and Ray Genick in his Datsun 510. Bob Varcoe managed to run a faster lap time in both races but just couldn't manage to get around Mike. After not being able to start in Saturday's race, Kurt Fredrickson finished 5th in Sunday's race. Tom Greene finished 6th in his class on Sunday after having some problems throughout the weekend. I finished 5th and 4th for Saturday and Sunday's races.

It was a great weekend. Next year should be even better. Mike is already working on getting more T/A cars AND Ford will be the featured Marque!

This has been a dream come true. Now it's on to Mid Ohio!!!!



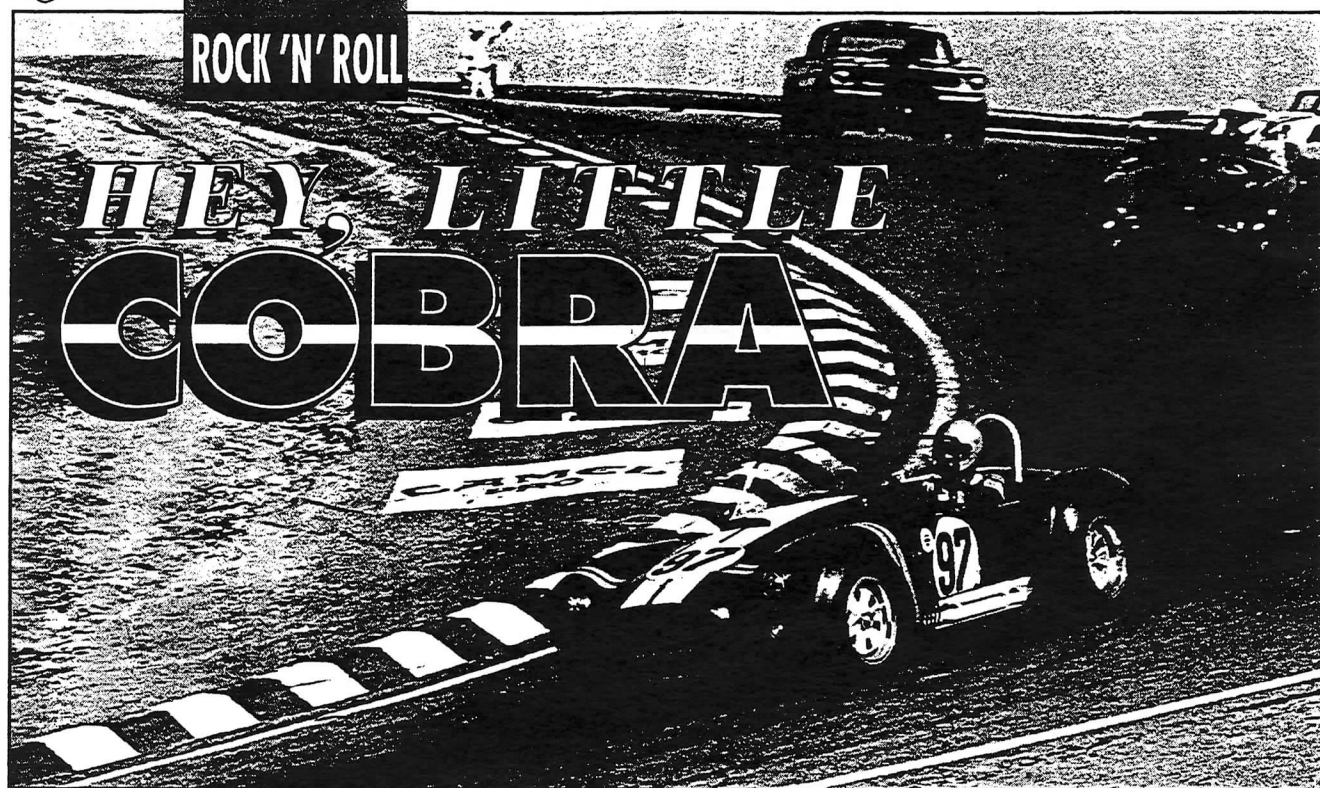
Phil w/ GT40 in pursuit.



Mike Sedlak leads the way for Bob Varcoe.



ROCK 'N' ROLL



Hey, Little Cobra” is one of the highest ranked hot rod songs of all time, and it all happened by accident, in 1963. Singer/songwriter Carol Connors banged up her boyfriend’s AC Bristol, and he wanted it returned to its former unaltered shape.

“He really knew cars,” says Connors. “I just dented the front end, and he knew that it was a Ford engine in a body that was based on the AC Bristol. He wanted me to talk to Carroll Shelby to see if there was any way to put a Cobra front on the Bristol.

“I went out to [Shelby’s] offices in Venice, California, and we talked. When he found out that I sang ‘To Know Him Is To Love Him,’ he said to me, in a very Southern accent, ‘Honey, if you write a song about my car and it goes to No. 1, we’ll work something out.’ Next thing I knew, I was drivin’ a Cobra.”

Well, maybe not quite that fast. There were a couple of details to work out. First, she had to write the song with the help of Marshall H. Connors, and then find somebody to record it.

Terry Melcher (actress Doris Day’s son) and Bruce Johnston

THE HOTTEST HOT ROD SONG EVER

By Richard D. Cornell

and was heading toward the coveted spot when, suddenly, four guys from Liverpool jumped past it with “I Want To Hold Your Hand.”

“Well,” says Shelby, “she wrote the song, and the Beatles came over here and knocked it right in the dirt.”

from the Beach Boys assembled a studio group called the Rip Chords, and produced the recording session in October of 1963. By mid-January 1964 it had entered Billboard’s top 10 on the national pop charts

Still, the song was a major hit nationally, peaking at No. 4 and creating tons of publicity for Ford Motor Company. So, in the presence of Ms. Connors, Shelby mentioned this to Lee Iacocca.

As she remembers: “He said, ‘You just gave Ford Motor Company a million dollars worth of advertising,’ because it [“Hey, Little Cobra”] was played once every three hours everywhere in the United States. He said, ‘You put the Cobra on the map.’”

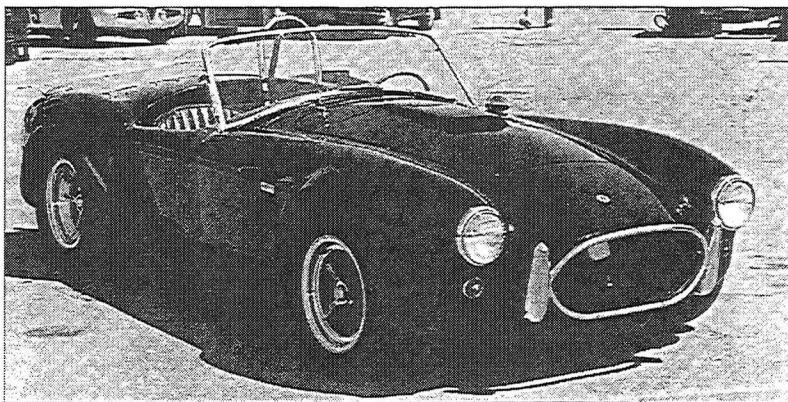
Since this was in the middle of Iacocca’s heyday at Ford,



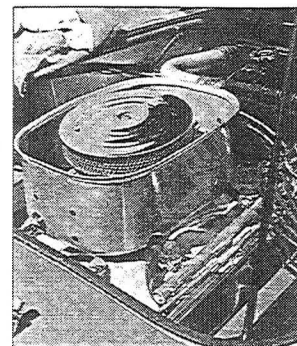
Carol Connors with the group The Teddy Bears. Later she wrote the song that immortalized Shelby’s aluminum-bodied hot rod.



Carol Connors—the lady behind the lyrics.



Carol and her Cobra circa 1964.



FoMoCo gave Connors a Mustang, which she gave to her sister.

This was very generous, but what about the Cobra? Did Shelby go ahead and give her a Cobra?

"Um, let's say that we worked out the most incredible deal in the history of deals. I can't go into what it was but it was...so super it was...bizarre," says Connors.

However, there was another little snag—Connors, at the time, had a rather spotted driving record.

"The first time I ever drove was to this place called DL's which was like the most famous place on the [West] Coast," says Connors. "I pulled right up in my father's lime-green Chevrolet coupe...and took the speaker with me!"

Then there was the little matter of that unfortunate incident in an MG convertible.

"I went off a 350-foot cliff on Mulholland Drive, between Laurel Canyon and Coldwater Canyon, at about 50 miles an hour without seatbelts, and I was thrown out 150 feet down. I almost died."

So it was perfectly understandable that Shelby was a bit hesitant about putting the Demolition Derby Queen into the hottest production car in the world. So, even though Connors was in her early twenties, Shelby went over to her house to ask her mother's permission.

"I had three Cobras," says Connors. "The first one I returned. The second one my sister sort of blew up—she forgot to put water in it. She brought the car home, and it wouldn't shut off. They took the car away the next day...trucked it away, and I got another one. The third one was beautiful; I drove [it] into the ground."

"Well, I ended up getting a Cobra and I got to go to LeMans. It was unbelievable," says Connors. "I even got to

know all the race car drivers by name."

Including one Ken Miles.

"A 427 had just come into town, and I went down there with my Cobra for something or other, and Ken was there."

"We went for a ride, and he was doing 80 miles an hour in first gear on the freeway before he ever shifted. My neck was in the car in back of me. I was beyond panic. But I knew I was with a great race car driver and had nothing to be afraid of, so he finally takes me back and I'm shaking all over. Then I get back in my 289 with the high-rise manifold...it felt like a putt-putt machine after what I had been in.

"Then I had dinner with Carroll...I guess it was the next night, and I said, 'Carroll, Ken took me for a ride in a new 427 Cobra, and we were doing 80 miles an hour in first gear! And he turned to me and said: 'Connors, honey, that ain't nothin'. It'll do 100.'"

Even though the song dramatically popularized the car, it was well-liked by the wrong demographic group, so sales were not measurably affected.

"The kids listened to the song, but the kids couldn't afford the car," offers the noted entrepreneur.

It was tough to pony up when you were baggin' groceries for a buck-somethin' an hour. For Carol Connors, though, "Hey, Little Cobra" was a lifetime event.

"I was the only girl who ever really had a hit hot rod song. The guys hated me because I was getting all these cars and they weren't."

Oh, were there some sour grapes?

"[Beach Boy] Brian Wilson said it had to be written by a girl, because you can't take your Cobra out of gear and let it coast to the line!"

But then Brian didn't have a Cobra, did he? **HR**

Classifieds

FOR SALE

Set of four 245 x 15 Goodrich R1's on 1987 Cougar 7 x 15 aluminum rims low race miles. \$450 John Logan 565-8810.

Portable infrared LP gas heater 32,000 BTU, 20 lb tank excellent cond. Cost \$145 in 90 \$100 or best offer. Steve White 363-0731

1968 Mustang fastback w/ original 302-4U auto, rally wheels / grill, extra door windshield, misc. - needs restoration - \$1900 or best. Bill Burger (313) 587-2871 anytime weekends after 6 weeknights.

Many used race tires great for open tracks, Mike Sedlak 449-2845.

1965 Shelby G.T. 350 vintage race car show winner, lots of spares. offers Ed Ludtke 626-4312.

WANTED

68 notchback Mustang, preferably red in color 289 4U 4 speed trans w/ Hurst shifter Roland Kingbury 968-2154.

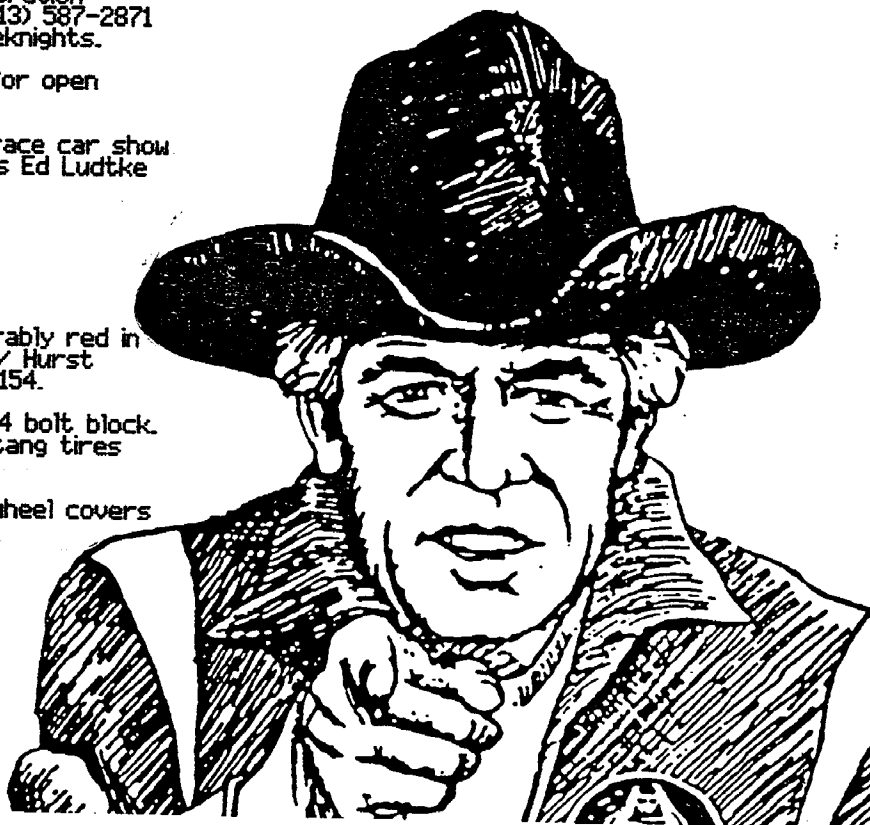
Boss 351-C engine or 351 SVO 4 bolt block. 225 x 55 x 16" late model Mustang tires Jeff Burgy 855-6096.

Set of 92-93 Ford Aerostar wheel covers Steve White 363-0731.

WANTED

4 spd. top loader trans. Prefer close ratio any condition considered. Phil 879-8557.

Fan spacer, 2" in length, 289 HiPo, (may also be same as non HiPo?). Steve White 363-0731.



Elections are coming up in November and we will have three Club Director positions that will be vacant unless we find some volunteers . Interested ?

Heres your chance to control the SHELBY CLUB'S future. The three Director positions are:

**SHOW DIRECTOR
COMPETITION DIRECTOR
EDITOR**

NOMINATION BALLOT – SAAC / MCR Elections

Club Member Name: _____

I wish to run for the following position on the 1994 Board of Directors
(check only ONE)

_____ Operating Director

_____ Secretary

_____ Treasurer

_____ Competition Director

_____ Show & Go Director

_____ Advertising Director

_____ Membership Director

_____ Newsletter Editor

Member Signature: _____ Date: _____

Return your ballot to:

SAAC-MCR Elections
31530 Dover
Garden City, MI 48135



BUSTED

**Shelby Life
50 Glenshire
Troy, Michigan
48098**

Send to: