

SHELBY LIFE

OFFICIAL PUBLICATION
OF THE
MOTOR CITY REGION

JULY, AUGUST,
SEPTEMBER,
1994

SHELBY AMERICAN
AUTOMOBILE CLUB



Lee Swonder's '65 GT350

FALL COLOUR TOUR

SUNDAY

OCT. 16

10:00 AM

STARTS AT

US 23 & US 12

MEET AT

FOUR BROTHERS'

RESTAURANT

LEISURELY DRIVE

THEN LUNCH

FOR INFORMATION

JOHN (810)528-3022



SHELBY LIFE

OFFICIAL PUBLICATION
OF THE
MOTOR CITY REGION

Club Officials

President.....	Dean Ricci (313)421-0059
Vice President.....	Mike Sedlak(313)449-2845
Secretary.....	R. Beckwith(810)474-0372
Treasurer.....	Carl Galietti(313)591-3569
Competition Director.....	L. Jacobs (810)681-4574
Advertising Director.....	Phil Jacobs (810)879-8557
Membership Director.....	R. Tweedle (810)791-0279
Editor.....	John Guyer (810)528-3022

EVENTS:

OCTOBER 16 Fall Colour
Tour. Meet at US 23 and
US 12 at the Four
Brothers' Restaurant.
10:00 John (810)528-3022.

OCTOBER 22, Saturday.
THE FALL GRATTAN

Detroit Area Alfa Romeo
Owners Club. Kathleen
Schweiger (810)624-3946.

NOVEMBER 3rd, Thursday
SAAC-MCR ELECTIONS.

JAN. 28 - FEB. 4, 1995.
SAAC Caribbean Cruise.
Stacey (717)243-7500

ATTENTION! ATTENTION!

**SHELBY CLUB MONTHLY
MEETINGS ARE THE 1st
THURSDAY OF EACH
MONTH AT 7:00 PM. THE
LOCATION MAY CHANGE.
CALL YOUR CLUB
OFFICIALS FOR NEW
LOCATION.**

1995 CALENDARS

We need pictures and events for next
years calendar. Shouldn't everybody have

a chance to study **your car** for a
month? Send the shot you like best (up to
8x10) with your name on the back so it
can be returned to you. Pictures must be
received no later than November 30, 1994.
If more than 12 pictures are received
then the members at the December meeting
(where ever that is) will decide which ones
will be used. Or you could spend next year
looking at my car EVERY month. Send
pictures to:

SHELBY LIFE
50 GLENSHIRE
TROY, MI. 48098

The President's Report

by Dean V. Ricci

The Long Road Home ... To those of you that as of yet haven't heard, club member Kurt Fredrickson was involved in a near fatal car accident on Saturday the 13th of August. Many of you have shown a great deal of concern, and Kurt's family has expressed great appreciation for the way the club has been with Kurt in his time of need. I need not go into the gory details of the accident itself, I can only tell you that Kurt is healing well, one might be so bold as to say that he is progressing better than expected by his doctors. As I write this, Kurt is currently in a rehabilitation program at St. Joseph's Hospital in Ann Arbor, Michigan. His hospital stay is going to be a long one, but there is a very good chance for a full recovery. Best thing to do is keep a positive attitude and hope for the best. Please join me and so many others in this club by keeping him in your thoughts and prayers.

In case you were wondering ... Well, call me naive if you will, but I expected to fill at least one of the positions. I'm referring to the recent drive to "Keep Show and Go Alive in '95". Simply put, we asked everyone in the club if we could fill the positions of Event Director and coordinators for Registration, Voting, Swap Meet, Trophies, and Gate Workers by August 31st. Well, in the two month period that passed, I did not received one single phone call from the membership. So, keeping your response (or should I say lack of it) in mind ... I'd say all bets are off for putting Show and Go 20 on next year's event calendar. This is what YOU want, so as your club President I have to abide by your request to let the show die. The show enjoyed a wonderful run, 19 years straight is it's own tribute to its success. My hats off to all of you that made the show into

the grand event it was.

Reader Participation ... Inside this issue of Shelby Life you'll find a couple of items that need your prompt attention. First item, it's time for elections again. Please nominate yourself for one of the positions if that's what you want to do. If you don't run for a position, THEN DON'T WHINE ABOUT HOW YOU DON'T LIKE WHAT'S GOING ON IN THE CLUB ! The Board of Directors runs the club, if you want to help out ... this is the only way. Item two. You will also find a long overdue item, a club member survey. Tell us what's on your mind, how else are we going to know?

AN EVENT CANCELLED !!!! ... Bad news about The Shriners Automania Car show at Cobo Hall. I was told by Ralph Haney at the USMA that the Shriner's were not able to come up with the sponsorship they had hoped for, so the event has officially been cancelled. SAAC-MCR had planned to pick up the entry fee for all club members wishing to attend. Oh well, we still have Autorama in '95 to participate in.

ELECTIONS ARE COMING !!!!!!!!!

Don't Forget, Club Elections will take place soon, so that our new club officers can get started December 1st. Nominations will be accepted up until October 31st. Elections will take place in November. Nomination Forms can be found elsewhere in this issue of Shelby Life.

**Please
Volunteer for a Board Position.
It's your club - make it work !**

SAAC-MCR SEPTEMBER 1994
1/1/94 Through 9/1/94

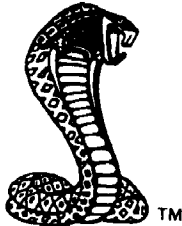
Category Description	1/1/94- 9/1/94
INCOME/EXPENSE	
INCOME	
19 Go	622.96
19 Show	6,190.78
94 Membership	1,500.00
94 Winter Swap	1,405.00
Gorno Swap Win	-10.00
TOTAL INCOME	9,708.74

EXPENSES

19 Show & Go	1,352.97
94 Elder Show	41.33
Advertisingswap	238.75
Bank Chrg	19.67
Christmas Party	-40.00
Gorno winter	29.80
Insurance	1,143.00
Jack Elder Show	807.38
memorial	35.00
Misc	27.47
Newsletter	1,033.02
Postage	112.50
Storage Expense	594.00
Expenses - Other	0.00

TOTAL EXPENSES 5,394.89

TOTAL INCOME/EXPENSE 4,313.85



SHELBY HEART FUND

19021 South Figueroa Street
Gardena, California 90248-4510

DONATIONS

Shiloh Valley Mustang Association sent a donation of \$500 to the Shelby Heart Fund as a result of revenues received during their Mustang Club of America National Car Show this past summer.

The Shelby Texas Nationals, held in mid-September 1993, raised \$2,000 for the Shelby Heart Fund.

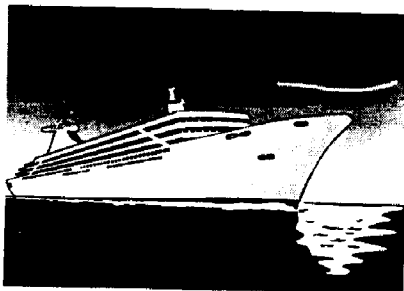
On October 31, 1993, the 2nd annual Shelby Cobra and Mustang Car Show at Woodley Park raised over \$2,900 for the Shelby Heart Fund.

SAAC Group Maryland, a regional chapter of the SAAC, has recently donated \$255 to the Shelby Heart Fund.

Over Labor Day weekend, Carroll was invited to join in the Manitoba Mustang Association & Exotic Fords 15th International Mustang Meet. For his efforts, Carroll was given over \$5,000 in donations to take back to the Shelby Heart Fund.

The New England SAAC group recently sent in over \$1,300 to the Shelby Heart Fund from their latest event.

On behalf of Carroll and the Shelby Heart Fund, we would like to acknowledge all of the people who have helped us to make a difference in the lives of those around us.
Thank you to everyone involved!



SAACruise 1995

Are you looking for the ultimate vacation? How about a cruise with Carroll Shelby!!! The SAAC Caribbean Cruise will set sail on January 28, 1995. Last year's cruise was a big splash! Over 70 people joined in on the fun, and more than \$2,800 was raised in donations for the

Shelby Heart Fund. If you would like more information for this upcoming event, contact Stacey Withers at Carlisle Travel - (717) 243-0230, and tell her 'Diane' sent you!

A TRIP INTO THE PAST - Klassix Auto Museum

Daytona Beach, Florida has been called "The Birthplace of Speed", but until recently there really wasn't any tangible way a visitor could get a true sense of the Daytona area's contribution to motorsports history. That has changed with the recent opening of the Klassix Auto Museum.

Babe and I had an opportunity to visit the museum during a trip to Florida this June on the occasion of the birth of our first grandson. (But that's another story). A visit to the museum is a walk through the history of motorsports at Daytona.

Most of us know Daytona through the eyes of modern television at the Daytona International Speedway, a 2 1/2 mile high speed tri-oval race track. The speedway was built, I believe, in 1959 but Daytona's involvement with racing and motorsports goes back much further.

NASCAR was born in Daytona in the late 40's and races were run partly on paved roads and partly on the beach itself. The old "Beach Course" was a real challenge and there are lots of pictures of old races along with other memorabilia from that era. Also, they had on display a restored beach stock car, a 1940 Ford coupe, which looked ready to go racing right now.

Another motorsport activity which was popular at Daytona during the 30's and 40's was world land speed record attempts. These all out speed attempts predated the Bonneville Salt Flat activities by many years and were held right on the beach when the tide was down and the sand became hard. The course was located between Ormond Beach, to the north, and Daytona. One of the most famous of the competitors was Sir Malcolm Campbell of Britain with his Bluebird land speed record cars. I believe they were powered by Rolls Royce aircraft engines and he set records exceeding 300 miles per hour on the beach. While there were no actual land speed record cars at the museum, there were many pictures displaying cars which made record attempts during that era.

Back to stock cars, the museum had on display a complete range of cars from the Hudson Hornet of the fifties, to a replica, (I think), of Richard Petty's 1984 Pontiac with which he won his 200th, and last NASCAR race at the Pepsi 400 in July of 1984. By the way, we were there to witness that win, little realizing at the time that it would be his last. There was also a 1970 Torino Talladega as raced by David Pearson, and Smokey Yunick's 1966 "cheater" Chevelle, which I think was a replica since I seem to remember that Curtis Turner wrapped the original one up in a ball at Darlington.

Also, the museum had on display a series 24 hr. winning IMSA cars, mainly Porsches. No early winners like Cobras or GT 40's.

There was also a display of special interest or rare street cars like a Plymouth Superbird, a Boss 302, several Chevy's, etc. They seemed to be on loan from private owners.

In addition there was quite an extensive display of vintage motorcycles including Harley's, of course, Indians, etc.

Then last, and certainly least, they had the whole second floor of the museum dedicated to that plastic wonder from GM, the Corvette. It was actually quite well done with examples of Corvettes from every year produced along with some special models and historical information.

It appears that they will be changing some of the cars from time to time to keep the displays fresh and generate interest in repeat visitations.

I thought that some of our members might be interested in this new addition to the Daytona area's attractions and I recommend a visit if you are in that part of the country. The Museum is located just west of I 95 on US 92, or Speedway Blvd.

Stu and Babe Cashman



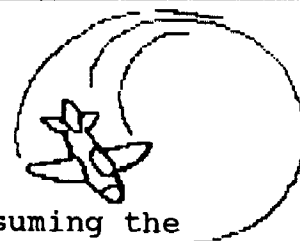
David Pearson's '69
Talledega Torino



1940 Ford NASCAR
Beach Racer

Joining the Jet Set

by Steve White



People often ask when to change their jetting. Assuming the base calibration was previously dialed in, primarily a trial & error effect involving driveability, fuel economy, & spark plug readings - a science in itself, the only time one needs to make a jet change is when a significant change in air density occurs. A change in atmospheric conditions occurs with weather (remember those high & low pressure zones the weatherman always talks about?), changes in air temperature, or change in altitude the vehicle is operating in. Such a change affects the air portion of the air/fuel ratio, & thus can make the engine operate richer or leaner than its dialed in state. Air is less dense at higher temperatures & therefore a smaller jet (lean) is required to maintain the correct air/fuel ratio. Conversely, cold air is dense & requires richer jetting. Air at high altitude is less dense, ... etc.

Determining when you need to change is the key. It should be remembered that the internal combustion is extremely flexible, to A/F changes, & making a change even when called for is often not detectable in results by the average driver. But those going for the last fraction of a H.P. or M.P.G. might see some benefit.

To assist in your determination, I have compiled the following chart. In this version, I normalized the chart to correspond to those jet sizes typically used in mildly to heavily modified small & large block V-8's. Large jet sizes (>80) used with full out race engines or other special applications, along with small jet sizes (<60) associated with 4-cylinder applications & 2-barrel V-6/V-8 engines deviate from this relationship somewhat.

Another of the common Holley misnomers is that jet sizes correspond to the jets orifice hole size. While this is primarily true in the jet sizes concentrated here, & is the primary factor in converting this chart from others that may have been seen, this deviates significantly at flow ranges above & below discussed herein. The true designating of Holley jet sizes is by flow in a test fluid (Iso-octane which closely simulates gasoline, but is safer for testing). Within a flow size, or jet marking, a tolerance range of flow exists - as does all manufacturing parameters in any product. In the mid seventies, Holley introduced "close limit" jets. These jets are sized into three groupings, similar to a rich - mean - lean of the tolerance. This allows for finer tuning of the flow curve, although the difference from one group to the next would only be detectable on a flow stand, or emission test (driving cycle - not an idle test). The benefit of these closer tolerances to us is that if you tune with mean jets, compared to the older style broad jets, you can achieve more discerning differences when you do make a jet change. With the older jets due to tolerance from one size to the next, you may not see a noticeable difference, for example if you have (a) jet(s) at the high end of their tolerance & changing one size up you happened to get the low end of their

respective tolerance.

The "old" jets were of a plated steel material, with the numbering of a two digit style. The "new" close tolerance jets are of brass material with a three digit numbering method. The three digit technique also inverts the last digit, which is the new number added for the grouping distinction. The numbers being 1,2,& 3 as 1=lean, 2=mean, & 3= rich. This last number is inverted to alert those reading the jet that it is this new style. These new jets are available in sizes corresponding to 35 to 74. In most of the applications mentioned herein, the jettings are in the 60's & 70's. Therefore these close tolerance jets could be used, except in the secondaries of many applications which utilize sizes commonly in the upper 70's or 80's.

Now those of us with limited means, but unlimited dreams, can join the jet set.

JET SIZE NUMBER CHANGES FOR CHANGES IN AIR CONDITIONS*

Altitude (Ft.):	Temperature (degrees F):														
	-20	-10	0	10	20	30	40	50	60	70	80	90	100	110	120
-1,000	+3				+2			+1				----			-1
Sea Level	+3		+2				+1			----				-1	
1,000	+2				+1			----				-1			-2
2,000			+1				----			-1				-2	
3,000	+1				----			-1				-2			-3
4,000			----				-1			-2				-3	
5,000		----			-1			-2				-3			-4
6,000	----		-1				-2			-3				-4	
7,000	-1				-2			-3				-4			-5
8,000			-2				-3			-4				-5	
9,000	-2				-3			-4				-5			-6
10,000			-3				-4			-5				-6	
11,000	-3				-4			-5				-6			-7
12,000			-4				-5			-6				-7	

* Guideline values only, valid for Holley standard size jets in the 60's - 70's size ranges.

Note: Baseline is 70 degrees F at sea level.

Team MCR at the Meadowbrook Historic Races X
August 5 - 7, 1994

Stu and Babe Cashman

This may be a first for SAAC-MCR as all of our guys who participated in the weekend races at Waterford came home with trophies, (actually very nicely engraved placques).

It was fitting that the featured make this year was Ford which was well represented, not only with our club cars, but also entered were three GT-40's, and several other Trans-Am style Mustangs and Shelby's.

No race weekend goes by without the trials and tribulations which go along with racing "vintage", (read old), racecars. More about that later, but it just meant that much more to see all five of our club entrants come home with trophies.

Saturday's races saw us with four:

- Bill Davidson, driving his 1970 Opel GT took first place in Group 3C, Historic 1963 - 1972 1.5 to 3.0 liter class.
- Mike Sedlak, driving his 1970 Boss 302 took first place in Group 6B, Trans Am Sedan, 5.0 liter class.
- Kurt Fredrickson in his Sunbeam Alpine placed second to Bill in Group 3C.
- Tom Greene drove his 1966 Shelby GT-350 to a third place finish in Group 6C, A & B production class.

On Sunday, Kurt blew something during the morning touring session which ended his chance for more glory. Tom only lasted one lap of his final race before his shift linkage decided to act on its own. Earlier in the day, however, Tom certainly gave Bill Clawson a neat treat by allowing him to run car 91 during the morning practice session. For those who don't know, Bill was involved in racing at Waterford from it's beginnings in 1959, (I think that was the year), and from what I hear, raced on the track before it was paved. Bill is 81 years young.

Sunday's races did bring three more trophies back to Shelby Club members. Bill Davidson and Mike Sedlak proved that Saturday's results were no flukes by bagging two more first place finishes. Then Phil Jacobs, driving his 1968 Mustang Trans Am notchback came home third in class 6B, Trans-Am Sedans, 5.0 liter class.

Everyone in the club should be really proud of the effort, time, and energy, not to mention the money, that all five of these men and their families and supporters have put forth. They do SAAC-MCR, as well as themselves, proud.

Another item of interest to report is that included on the entry list was a Yenko Stinger (modified Corvair), driven by a Tim Allen. Yes, it was THE Tim Allen of Home Improvement fame, and yes he did race the car. Ed Ludke, who was involved in the organization of the race weekend, had his GT-350 there for display in the club corral area, and offered it to Tim to drive during a touring session. Tim jumped at the chance and I assume by the enormous smile on his face when he brought the car back in, that he enjoyed the experience.


The only disappointing part of the weekend was that Ed's car was the ONLY Shelby Club car I saw in the car corral. Where were most of you? The weather couldn't have been better, the racing was great, Ford was the featured make, there was free preferred parking in a display area, and it was cheap to attend.

August 5, 6, & 7, 1994

10th Anniversary TDM

Meadow Brook Historic Races

30th Anniversary of the Mustang

 is the Featured Marque



Phil
Jacobs
Tom
Greene
Kurt
Fredrickson
Mike
Sedlak
Bill
Davidson

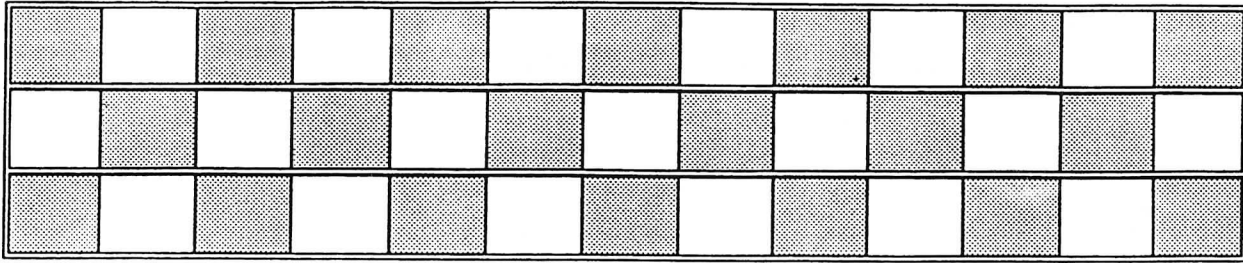


Grid for Group 6B



JUNE 9, 10, 11, 1995

Belle Isle Park



GET ON THE INSIDE TRACK OF A PRIX-MIERE EVENT

The Detroit Grand Prix Association (DGPA) is the official volunteer organization of Detroit's Grand Prix. The DGPA consists of more than 1300 dedicated individuals, of all ages (minimum age: 18) and professions, who have made the wheels turn in the Motor City since 1983.

Each year, the DGPA looks for volunteers to help race production areas. Volunteer positions include: grandstand usher, information representative, media assistant, and other challenging tasks in support of the race.

With annual dues of \$20 and by dedicating only 30 hours of your time, you can literally be on the "inside track."

Membership perks include: official race t-shirts, free meals race weekend, exclusive credentials and an endless opportunity to meet new friends. Year-round, you can enjoy members-only newsletters, social events and the chance to be involved in many other activities.

Share the Experience...

Join the volunteers who make the wheels turn!

To get in on all the action, just fill out the form below and send it to:

DGPA, 300 Stroth's River Place, SUITE 4000, DETROIT, MI 48207
p h o n e : (3 1 3) 2 5 9 - 5 2 6 3
or simply fax it to : (313)

☐ Send me information about the Detroit Grand Prix Association!

Name _____

Address _____

City / State / Zip _____

Phone _____

SAAC-MCR / Member Survey

1. Why did you become a member of SAAC-MCR ?

2. How many years have you been a member ? _____

3. Have you ever been a member of the Board of Directors ? If so, what position did you hold, how many years and why did you choose to be a member of the Board of Directors ? If not, why not ?

4. What Club Sponsored functions do you enjoy most ?

5. What Club Sponsored functions do you enjoy least ?

6. Are you satisfied with our quarterly publication, Shelby Life ? If not, why not and what would you be willing to do to address the issues you raise as problems/complaints ?

7. Why did you not volunteer to take part in putting on Show and Go 20 in 1995. Why do you think club members feel that not having this event anymore will be a "good thing" for our club?

8. If club members continue with the current trend, not volunteering to work at events, not giving the club you pay dues to every year at least 20% of your time How much longer do you think SAAC-MCR can survive ?

9. Do you firmly believe that SAAC-MCR can survive strictly as a motorsports club, in that we put on track events and no car shows at all ?

10. What is the one thing you will commit to doing in 1995 to make your club, that you pay dues to every year, a better club ?

11. Why do you the membership put such a dependancy on the President of the club to get things done. Why do you feel delegated individuals can't come through on a more regular basis. For example, when can we get to a point when we know a club event will be properly staffed well in advance, not the day of the event ?

12. Should members that promise to work events and then not show up be penalized in some way ? Should they be expelled from the club if it is a continual problem ?

13. What is the best selling point of being a member of SAAC-MCR, other than you get a discount at track events ?

14. Comments ? _____

Your name _____ Date: ____ / ____ / ____

Return within 30 days to: SAAC-MCR Member Survey
30917 Dorais
Livonia, Michigan 48154

Board of Directors – Job Descriptions

President

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

Vice President

Responsible for ALL club properties and assets and the insurance and safe-keeping of said assets. Brings all club materials to events. In charge of merchandising of club items such as hats, pins, jackets, etc ... Should be able to provide list of club assets to Board of Directors upon demand.

Secretary

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

Treasurer

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

Competition Director

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

Car Show Director

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

Advertising Director

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

Membership Director

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

Editor

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

NOMINATION BALLOT - SAAC / MCR Elections

Club Member Name: _____

I wish to run for the following position on the 1995 Board of Directors
(check only ONE)

_____ President

_____ Vice President

_____ Secretary

_____ Treasurer

_____ Competition Director

_____ Car Show Director

_____ Advertising Director

_____ Membership Director

_____ Newsletter Editor

Member Signature: _____ Date: _____

Return your nomination ballot by 10/31/94 to:

SAAC-MCR Elections
30917 Dorais
Livonia, MI 48154

Classifieds

FOR SALE:

Tiger toploader trans.
Roland Kingsbury
(810)968-2154.

'70 Boss 302 red,
spoilers, slats, magnums,
std. interior non-power
steering \$18,000 contact
Jeff Finley (313)730-0135.

Motorsports cleveland
dress-up kit, new! Make
offer. Jeff (313)730-0135.

'86 Escort GT bodywork
parts - best offer.
Cougar XR7 wheels 89up
\$200. Brian (313)464-8623

'70-71 Torino 1/4 panel
NOS the last one that
was in Ford's inventory.
Randy (313)390-9961.

Windsor heads complete.
\$800. New in box. 1.6
ratio fiell roller rockers
\$130. Harold Jankowiak
(810)689-9320

Original show quality
seats (white) carpet
(black) \$340.
Ralley style steel wheels
(5) original \$540. have
caps / lug nuts.
fold down rear seat
assy. complete \$425. inc.
hardware.
Console long style
original \$350. inc.
hardware.
Dash instruments panel
original \$85. complete.
Bumpers & bumperettes
\$495. inc. hardware.
Rear GT valance '66
style (repro) \$35.
GT exhaust trumpets
pair (repro) \$35.
Original steering Wheel
ex. cond. \$180.
Original '65 style
emblems ex. cond. \$85.
complete.
Original '65 style fuel
cap ex. cond. \$45.
Have many more '65/'66
parts. All orig. ex. cond.
Call John (313)274-5872.

SHARON, CT 06069
PO BOX 788
SAAC

NAME AS IT APPEARS ON CREDIT CARD:

EXPIRES

CARD #

CIRCLE ONE: VISA MASTERCARD
(please make payable to "SAAC")

- ☐ CHECK ENCLOSED
REGISTRY (price includes postage)
☐ \$63.00 SHELBY AMERICAN WORLD
AMERICAN and the latest bulletin
☐ \$8.50 — just send me The SHELBY
☐ \$36.50 SAAC Membership

SERIAL # (if Cobra or Shelby)

TYPE OF CAR CURRENTLY OWNED

CITY-STATE-ZIP

ADDRESS

NAME

MEMBERSHIP NOT ESSENTIAL IS!

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:

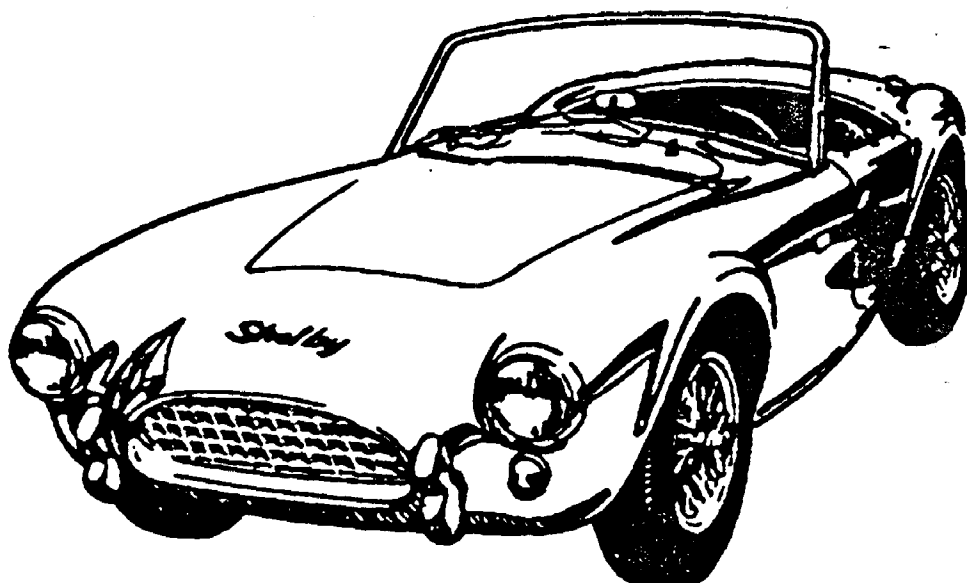
- ☐ Newsletter, Mailings ☐ Planning & Organizing Events ☐ Working at Events
☐ Other _____

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 \$ 15 to:
SHELBY AMERICAN AUTOMOBILE CLUB, Motor City Region

35334 GRISWOLD
CLINTON TWP, MI 48035



Shelby Life
50 Glenshire
Troy, Michigan
48098

Send to: