

SHELBY LIFE

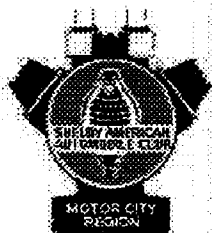
OFFICIAL PUBLICATION
OF THE
MOTOR CITY REGION

INDIAN SUMMER 1997

SHELBY AMERICAN
AUTOMOBILE CLUB

RAIN OR SHINE





SAAC-MCR Waterford Track Event

HARVEST HAPPENING

(Print this page and mail it in)

Date of Event: (**SUNDAY, OCTOBER 5, 1997**

Address: _____

City: _____ State: _____ Zip: _____

Home phone: _____ Work phone: _____

E-mail: _____

Competition Licenses held: _____

Drivers Schools attended and year: _____

Previous Open Track Experience: _____

Number of events at this track: _____

Experience level: (COMPETITION) (ADVANCED) (INTERMEDIATE) (NOVICE)

Car Year/Make/Model: _____

Engine Displacement: _____ EST. HP. _____ COLOR: _____ RACE# ON CAR: _____

Wheels: (DIA & WIDTH): _____ Tires: (STREET) / (RACE) Size: _____

General Description: (STOCK) (MODIFIED STREET) (RACE-VINTAGE) (RACE-CURRENT)

Class Request: [A=Fastest] (A) (B) (C) (D)

YOU MUST ENCLOSE PAYMENT WITH YOUR PRE-REGISTRATION. CHECK ONE:

_____ \$60 SAAC-MCR MEMBER FEE

_____ \$75 NON MEMBER FEE

Make checks payable to: "SAAC-MCR"
SAAC-MCR
3183 Erie Drive
Orchard Lake, MI 48324

Any questions call:
Club hotline: (313)980-3936
Kurt Fredrickson: (313)427-2449

SHELBY LIFE

OFFICIAL PUBLICATION OF THE MOTOR CITY REGION

INFO NUMBER (313) 980-3936	
President	Tom Greene (248) 449-7374
Secretary	Charlie Saffley (810)
Treasurer	Kurt Fredrickson (313) 427-2449
Show Director	Scott Minch (313) 421-6913
Advertising Director	Phil Jacobs (248) 879-8557
Competition Director	Larry Jacobs (248) 681-4574
Membership Director	Rich Tweedle (810) 791-0279
Editor	John Guyer (248) 528-3022

We are always looking for articles and photos for the newsletter.

Please send any articles or photos to:

SHELBY LIFE

50 Glenshire

Troy, MI 48098-5539

CALENDAR of EVENTS:

SUNDAY, OCTOBER 5, 1997
HARVEST HAPPENING TRACK EVENT at
WATERFORD HILLS. Call (313) 980-3936.

SUNDAY OCTOBER 19, 1997
FALL COLOUR TOUR
11:00 AM

Meet at the MATTHAEI BOTANICAL
GARDENS, 1800 N. Dixboro Road, Ann
Arbor, MI.

JULY, 1998 SAAC 23 in Charlotte, NC.
Time to start planning is now.

LOOKING FOR PICTURES FOR NEXT
YEAR'S CALENDAR.

Thanks to all the people who have sent
pictures for years past. If you don't have a
good picture now, take a few shots of your
car at the Harvest Happening or the Fall
Colour Tour.

Rumor has it there are plans for a Christmas
Party in the works. Any ideas should be
brought to the Monthly Meeting or call a
club official and let him know.

**DON'T LIKE THE
DIRECTION THE CLUB IS
HEADING? THINK YOU
COULD DO A BETTER
JOB PLANNING AND
EXECUTING EVENTS?
WHY IS THE NEWSLETTER
LATE AGAIN?
ELECTIONS ARE COMING
AND YOU COULD
CHANGE THINGS.**

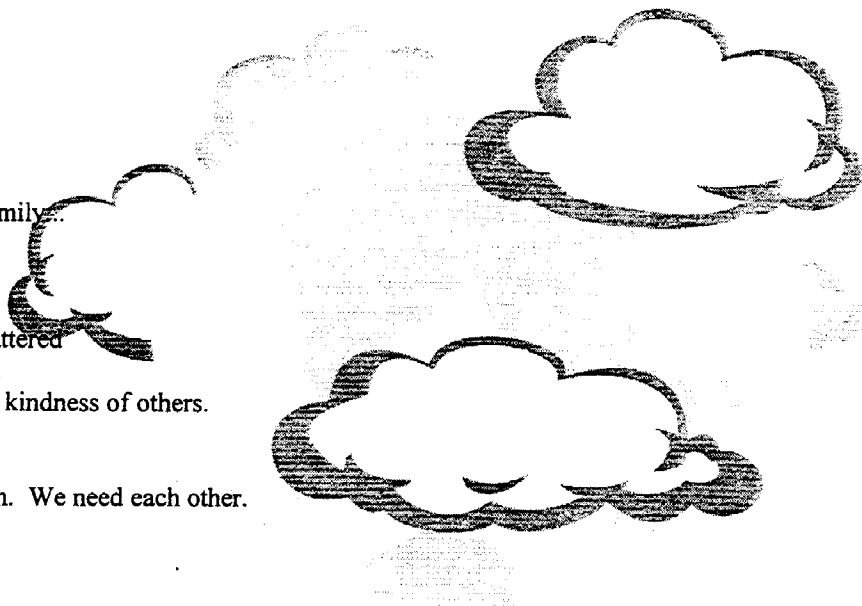
LOCATION FOR OUR MONTHLY MEETINGS

Middle Belt Road ←	Inkster Road →	Telegraph Road →
		I - 96 Xway
Park here	Mama Mia's	Plymouth
		Road

FIRST THURSDAY of EACH MONTH
SHELBY CLUB MEETING at Mama Mia's
27770 Plymouth Rd. in Livonia, MI. We will
be using the banquet rooms on the left
(west) side of the building. Dinner at 7:00
PM. Meeting at 8:00 PM.

It Could Be You..... It Could Be Us!

You could give a baby girl a chance to dream.
A young boy a chance to play.
A mother, a father., a chance to love.
The chance you give, the chance to live.
You can save a life.
Imagine the feeling...for the patient, for their family...
the tears of joy, the hugs, the utter of jubilation.
For you. Because of you.
It could be you.
Heaven forbid it could be you, whose life is shattered
by hearing that someone you love has leukemia.
It could happen to you. You would need the kindness of others.
People like you to sign up, to save a life.
It could be us.
Together... our brothers, our sisters, our children. We need each other.
Giving hope. Giving dreams. Giving life.
Do it for you. Do it for us. Do it today.
Because it could be you.



Join the bone marrow match registry today. For information, contact:

Asians for Miracle Marrow Matches (213) 473-1666
Leukemia Society of America, Greater Los Angeles Chapter (213) 724-4582
City of Hope Medical Center-Bone Marrow Registry (818) 359-8111

How Do I Become a Marrow Donor?

1. Give 2-3 tablespoons of blood and consent to be entered on the NMDP registry. Must be 18-60 years of age and in good health.
2. Your blood is analyzed and the results are stored in the NMDP's computer which is searched internationally.
3. You are contacted by a donor center if you are a preliminary match.
4. To find out whether you are an exact match for a patient, additional blood tests are done. If you match, you will be given counseling and a physical exam.
5. After being fully informed, you make the decision to donate.
6. A small amount of your marrow is collected from the back of your pelvic bone using a special needle and syringe. Anesthesia is used during this simple surgical procedure.
7. After an overnight stay in the hospital, normal activity may be resumed. Donors may feel soreness for a few days. Your marrow naturally replenishes itself within a few weeks.

THE CARROLL SHELBY CHILDREN'S FOUNDATION DEPENDS ON YOU

Individual & corporate contributions are our only funding. That means the number of indigent children and research groups we can help each year depends on you - and others like you. Coronary care operations and medications can cost a lot, an expense for the rest of their lives. Coronary research entails a huge amount of funds, too. Your tax-deductible contribution will mean a lot to them. Will you help the Carroll Shelby Children's Foundation help them get a second chance in life?

Please make checks payable to the Carroll Shelby Children's Foundation.

Yes, Carroll, I would like to make a contribution of: \$ 25.00 \$ 50.00 \$ 100.00 \$ _____

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

We at the Carroll Shelby Children's Foundation strive to keep our running costs down to 5 percent of our total contributions. That means that up to 95 percent of all monies donated goes directly to help children and research organizations. Our Federal I.D. number is 95-4342625

Lena Dahl Shelby



Lena Dahl Shelby of East Texas and Southern California died in an automobile accident on May 1, 1997 near her east Texas home.

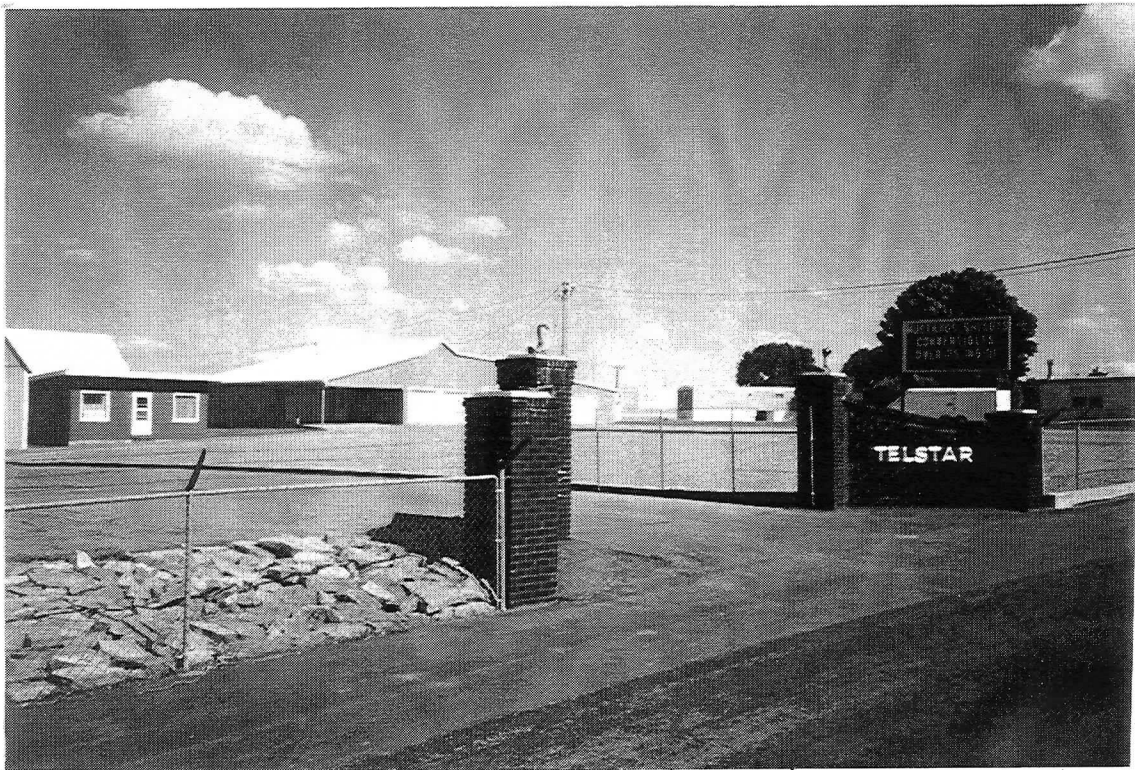
Lena was born in Stockholm, Sweden; was the loving mother of two daughters, Juliana and Kristina, and the devoted wife of automotive pioneer Carroll Shelby. She is also survived by her mother and 2 brothers in Sweden. Lena raised horses and devoted her time to the Carroll Shelby Children's Foundation.

In lieu of flowers the family suggests donations be made in her memory to the Carroll Shelby Children's Foundation. Please call 310-327-5072 in you would like to make a donation.



**CARROLL SHELBY
CHILDREN'S FOUNDATION**

19021 So. Figueroa St.
Gardena, CA 90248-4510



Entrance way to Telstar, Cobras standing guard,
restoration buildings to the right of the gate.



Inside the Museum, note the mirrored wall at the
far end of the building to create depth.

Dances with Shelby's

By Steve White

This past summer, the White family did what all families must do at least once in their life - take a vacation across the vast expanses of the U.S. I'm not just talking about the annual trek to the Shelby National convention, although we did that too. I'm talking about trip to see the sights of this great country, although hopefully with greater luck than National Lampoon's "Summer Vacation".

Since Shelby was starting high school, I decided that there were not many more opportunities to accomplish this as a family. Also, since I was originally from out West, I wanted to share the sights with them more than we have in the past when we would fly out to Utah to visit my family. Also, it was a way to see some national sights that I haven't had the chance to experience yet, along with seeing some old sights from my youth.

On our second day, as we headed into South Dakota, I noticed many billboards for museums & similar automotive attractions. This was quite a surprise in such a sparsely populated region. As we drove further, I recalled that Telstar Motors was in South Dakota, from magazine ads & an article in one of the Mustang magazines. Also, I remembered that colleague brought me back a brochure he picked up at a gas station in S.D. about Telstar when he was on a customer cold driveability calibration trip the previous winter. When we stopped at the S.D. Welcome Area, I checked the available brochures to find one on Telstar & its location.

Telstar was less than two hours ahead in Mitchell, off of I-90, near an exit. That settled it! Mitchell is a small, very clean & quaint town of 14,000 people, although I got the impression it was bigger than that. It has a surprising number of small attractions, such as the Cow Palace, to give the traveler a diversion in their lonely drive across the plains on the way to the Badlands, Mount Rushmore, etc..

Driving up to Telstar, you are immediately impressed with the cleanliness & openness of the complex, as you are greeted by Cobra snake statues on pillars on each side of the gate. To the left near where parking is, is the residence of Jerry & Mavis Regynski, owners of the Telstar complex. Ahead is a small building housing a couple of Mustangs for sale. Ahead & to the right are two buildings used for the restoration portion of the business.

As we parked, Jerry finished up a tour & greeted us. I naturally had to inform him of the name of our eldest daughter, & he said that while he has probably had other children aptly named visit before, she was probably the oldest that he could recall. I inquired at the seemingly surprising inactivity on the restoration business & he advised that during the three months of summer, the only time they get visitors, they concentrate on the Museum & in the bleak lonely winters concentrate on the restoration side. Charge for the Museum tour was \$9.00 for adults (including Shelby), & \$4.50 for children, thus he said it would be \$40.00 for our family of five (while I new his addition was wrong, it should only be

\$36.00, I didn't question it as I figured he was providing a valuable service to Shelby & Mustang owners & being far from a large populace). This was my first clue that not all was entirely as it seemed.

The tour is conducted by his wife. The Museum is in a large metal pole barn, located behind the house. Included in the collection is one example of each year & model of original Shelybs, plus a 289 Cobra, a number of Mustangs, & a unique "experimental" sports-racing coupe. Also on display are several engines including a 289 Hi-Po, Boss 302, 427 side oiler, & a Boss 429. The Boss engine is interesting in that its serial number is sequential to that of the Boss 429 Mustang they have on display. The engine is special in that they dressed it up as a drag racing version with a dual quad tunnel ram intake system & "zommie" headers to make it different from the stock version in the Mustang on display.

The other reason I got a strange feeling, in spite of the great collection & quality of the classics, is that they didn't seem to know all of the fine details about the cars I expected. For example, being a Hertz owner, I am always interested in other Hertz cars & their configuration. As with any early Shelby, the entire production run for a year varies in its consistency of build & parts used. Especially true is this with the Hertz cars, since they were built in batches of five to ten cars at a time. Therefore Hertz cars with sequential serial numbers should be as close to identical. Therefore, I am always on the look out for cars with serial numbers near mine. As I looked at theirs, I noticed a few differences in the dash area. Since the hood was not opened on any of the cars, I asked Mavis what serial number it had. She did not know, & did not offer to open the hood to check, which would have also allowed me check out other areas. I also did not feel comfortable in asking her to open it either, in the way the question was responded to. They also seemed nervous with the kids. Now our kids may not be perfect angels, but they are far from devils too.

The other area that left me feeling odd was what & how they presented their "experimental" sports racing car. They claim it is a "one of a kind mid engine 400HP (small block Chevy) experimental sports-racing coupe, custom designed & manufactured by Jerry Regynski (Telstar's owner) in 1969, patterned after 200+ MPH endurance & GT cars from the 1960's that competed on the famous race circuits of LeMans, Daytona Nurburging, Watkins Glen, Monza, Targa Florio & Sebring". Now they took special effort to say it was not a GT40, an obvious fact but one that most people might assume on first glance due to all of the other performance Fords in their stable. They are quite proud that Jerry designed & built this himself. Now I don't know, & didn't have a chance to research it further, but it sure looked like a Valkrye kit car to me. Maybe Jerry was part of it in the beginning, but they didn't say so, & again I didn't feel comfortable asking - I felt they would get insulted if I did. The whole thing seemed suspicious to me - like they were trying to present something that was not as it was.

In spite of the minor unusual observations, I found it to be a very worthwhile stop in its cleanliness & professional appearance. Jerry mentioned that they won't be at this location much longer, as they have spent over \$1 million dollars on a piece of land in the Phoenix

area. They hope to get out of the cold climate into an area where they have essentially year round tourism, instead of the short few summer months now, & into a larger population area with steady tourist stream. The property, if I understood correctly, is on the south east side of Phoenix, directly off the Superstition Highway heading towards the Superstition Mountains. They also indicated that the local officials were going to help them with advertising & access, etc. All they need now is the money to build the complex, so they are trying to sell the facility in Mitchell. Unfortunately due to its small town size, distance to other significant populations, & short seasons, they are having trouble getting enough money out of it. So if anyone wants a first class operation, & doesn't mind the remote location, have we got a place for you! On the other hand, if you don't happen to be going to Phoenix for a few years, you can visit the Museum in Mitchell. Otherwise, stop by in Phoenix in the future during one of your winter getaways, while on a business trip, etc.



'65 Shelby, '66 GT350H, '67 Shelby, & the White girls.

SHOE By Jeff MacNelly



SHOW & GO 22

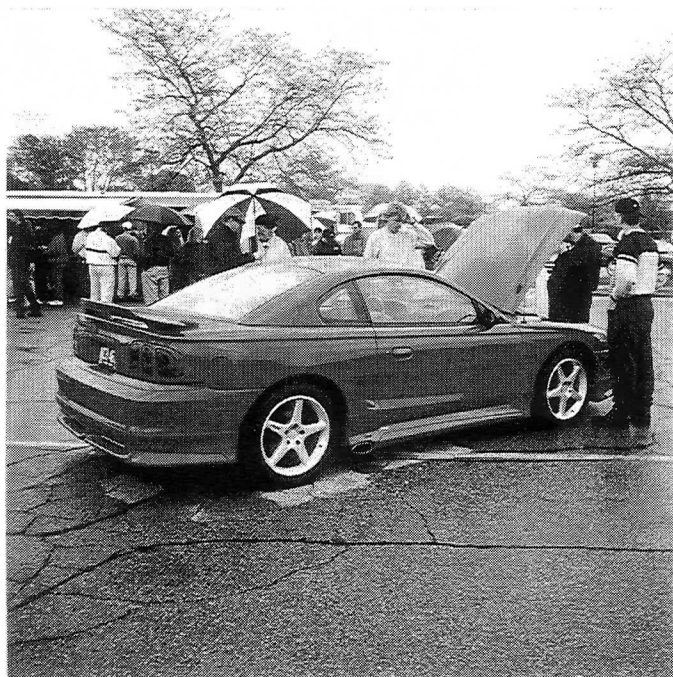
JUNE 2, 1997

FORD WORLD HEADQUARTERS

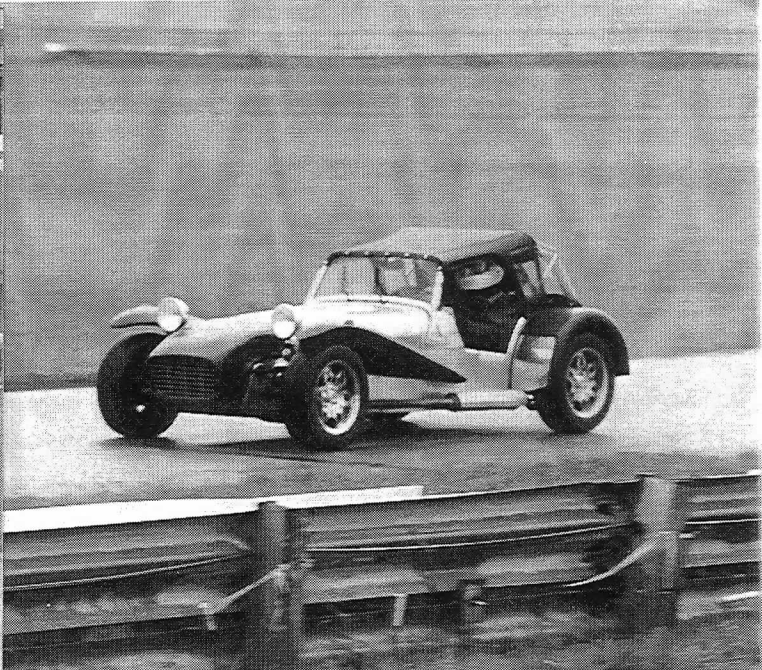
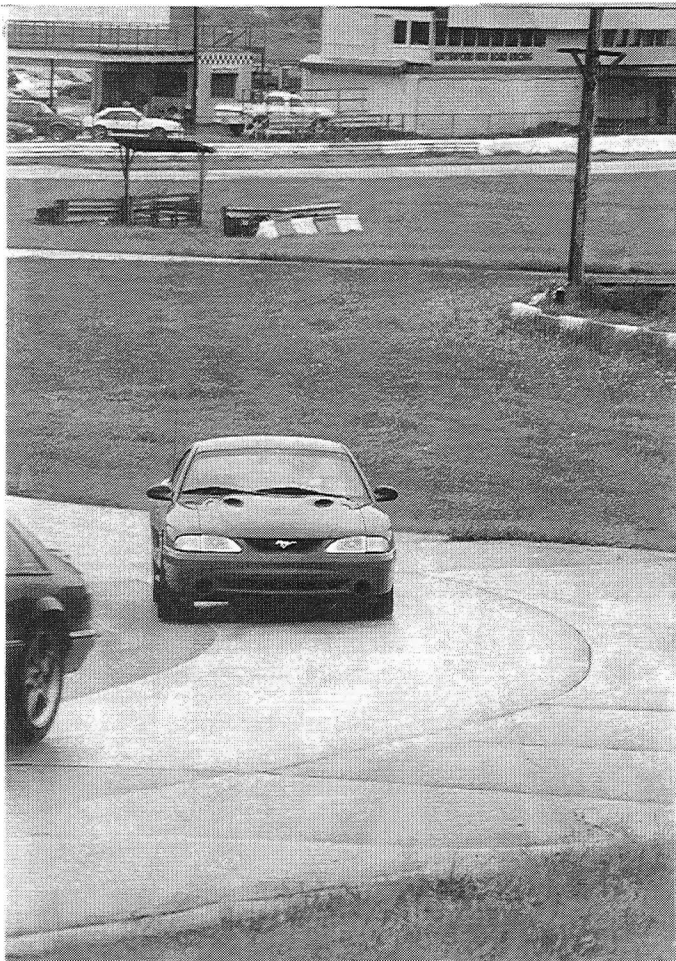
**It couldn't rain
two years in a
row, could it?**

Lightning struck twice as the rains came again this year.

The number of cars almost doubled over last year so it must have been better or people are getting used to getting rained on.







As Advertized "Rain or Shine"



MOTOR CITY REGION

— Ben Scheiwe

True to form, rain greeted the ending of the first road rally sponsored this season. Luckily, the sun cooperated during the 51 mile transversal of a fun filled agenda.

Following the trophy award ceremony (no club members placed) everyone ran for cover as rain cascaded down. A car caravan proceeded to Brad and Cindy Claes' home nearby for an impromptu party. Special thanks to Donna Storrie, Cindy Claes and Jann Scheiwe for a super effort!

The sound of unmuffled exhaust, and the screeching of tires, greeted the five Shelys, two Boss 302, one Tiger, four Cobras and two Panteras of the Motor City Region as they descended upon Waterford Hills Raceway for autocross action.

Sixty-one cars, representing local regions of the Porsche Club, Trans-Am Club, Jaguar Owners Association, and the Toledo Sports Car Club, including six SAAC members (John Guyer, Tom Tyson, Tim Young, Steve Riefler, John Zweber, Ben Scheiwe) donned their hotshoes and helmets and charged into the foray.

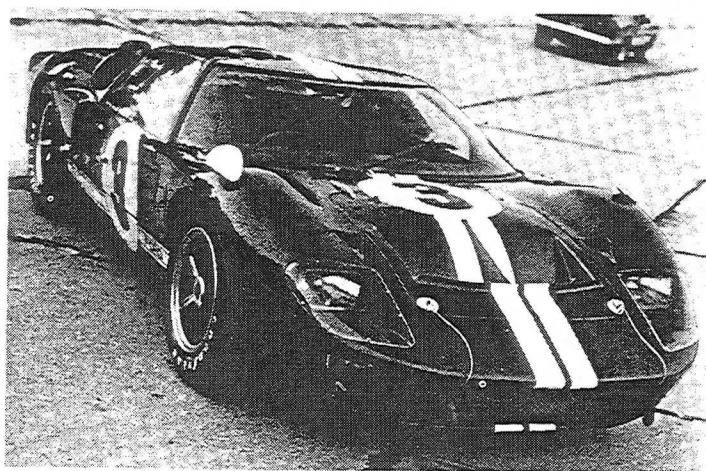


SAAC Motor City Region members who won three of the seven classes at Waterford Autocross are (left to right) John Zweber, Capri RS; Steve Riefler, '67 Shelby and Ben Schiwe, '70 Boss 302.

John Zweber blasted and spun his way into the winners circle in his R/S suspensioned Capri, while Steve Riefler showed his tail end to everyone by a wide margin! Ben Scheiwe screamed to another familiar class win, as he romped over the competition in his trusty Boss 302.

This is twenty years ago...

but who can tell?



The Dan Gurney/Jerry Grant '66 Ford Mark II LeMans car was driven to Motor City Regional Meet by Don Eichstadt of Berkley, Michigan. Mark II led in the '66 24 Hours of LeMans before going out with heating ills.

June 12 welcomed the eleven tired SAAC members to the 14th Annual Classic Car Carnival Concours with — you guessed — rain! Nevertheless, these dedicated SAAC members brought their cars to the old Packard Motors Car Proving Ground, Utica, Michigan, to show their proud colors. The Motor City Region was the only club in competition that day, and everyone who registered, showed. The Ferrari and Corvette clubs failed to show, lest the raindrops dampen their fragile machines.

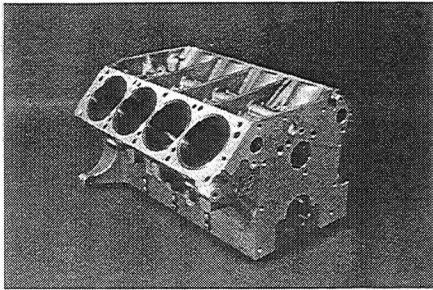
Larry Anderson drove in from Baltimore to show his Cobra while Don Eichstadt wheeled his Ford GT MK II LeMans onto the high banked oval track for judging (a lap around the track was the final reward following judging).

Members and participants were cautioned to

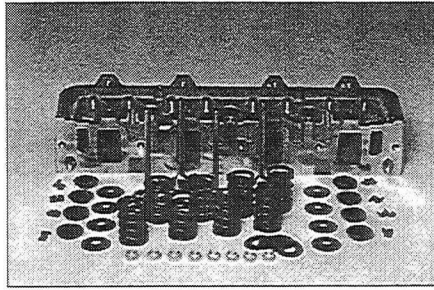


drive carefully on the high banked track and Ben Scheiwe did just that — at 125 mph!

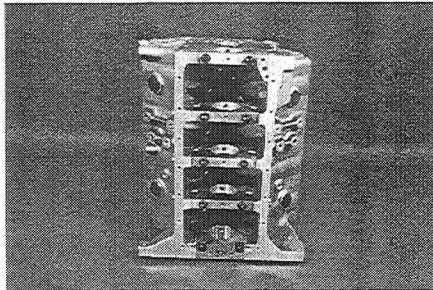
Show the colors and they did, with Gary Bassett, 1967 GT-350, 1st; John Zweber, 1969 GT-500, 2nd; and Ben Scheiwe, 1966 GT-350, 3rd, in class competition.



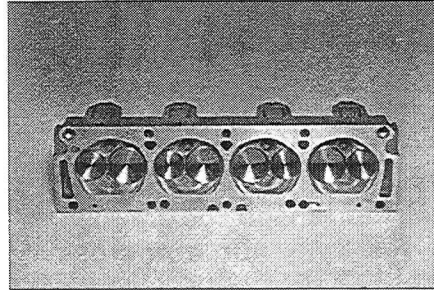
A356-T6 Aluminum HD "Y"
Block design
1000+ HP capability
Half the weight of the OE
iron block
Approx. 125lbs. Bare
550+ displacement
4.500 Max. stroke
Deck thickness .750
Lifter valley support struts



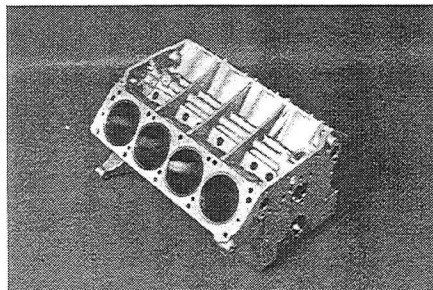
Cylinder head furnished with
complete valve train for your
assembly.



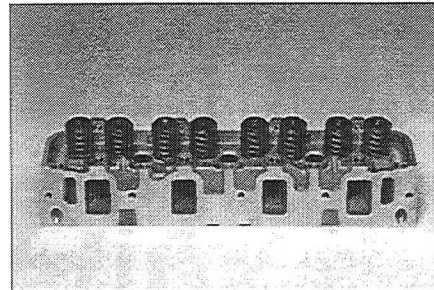
4 side bolts on center three
main bearing cap
4340 steel bearing caps
Stud bosses extended to the
bore bottoms
1/2" or 5/8" head studs
Revised and improved oiling
system
Wet or dry sump oiling
system



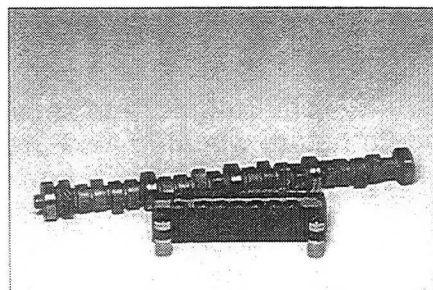
Assembled cylinder head
ready to be bolted on.



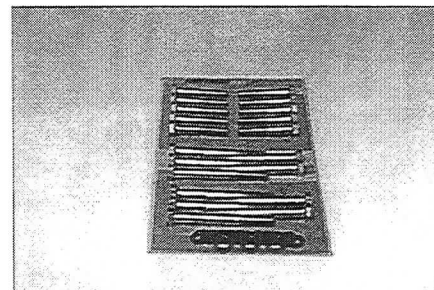
Dry Sleeve construction
siamesed cylinder walls
Ductile iron sleeves
Cylinder bores from 4.250
std. to 4.440 spl
Completely finished and ready
to use
All external engine
mounting bosses



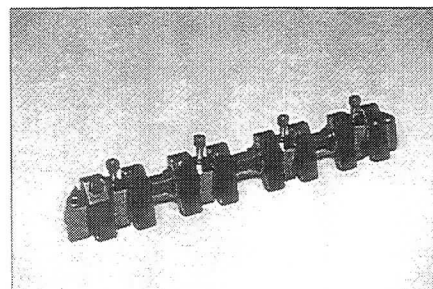
Cylinder combustion cham-
ber volume 90 ccs and intake
port volume 163 ccs - as
cast.



Cam and lifter kits for your
application.



Head bolts with hardened
parallel ground washers com-
patible with aluminum heads.
Stud kits also available.



Aluminum rocker arm and
stand assembly.

TO ORDER

To Order a cylinder head, arrange for an engine
rebuild or for more information contact:

Mike LeFevers

at

Carroll Shelby Enterprises

19021 So. Figueroa St. • Gardena, CA 90248

Telephone (310) 538-2914 • FAX (310) 538-1815

*And while you're at it, ask about the Shelby Heart Fund to
help indigent children in urgent need of life-saving heart care.
It was started by Carroll Shelby as a way of saying "thanks"
after he received a life-saving heart transplant.*



427 Cylinder Heads & Blocks

Complete Engine Rebuilds



CARROLL SHELBY ENTERPRISES

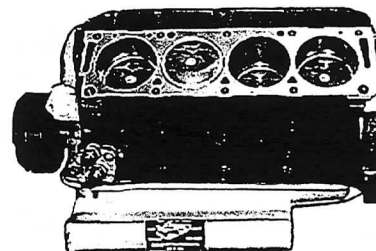
19021 SOUTH FIGUEROA STREET
GARDENA, CA 90248

TELEPHONE (310) 538-2914 • FAX (310) 538-1815
<http://www.carrollshelby.com>

SHELBY ENGINE REBUILDS

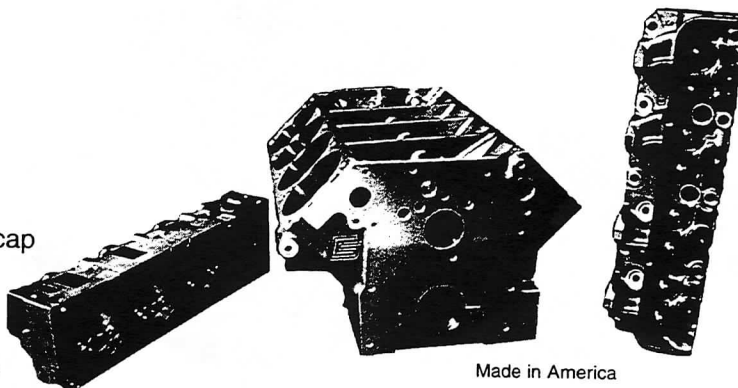
There's nothing more authentic than having Carroll Shelby restore the power he created in the first place. Cobra and Mustang engines can be returned to original specs, tuned for a 10-second quartermile, or made over as a complete race engine.

Two computerized superflow dynamometers inside Shelby's 60,000 square foot warehouse and shop are at the heart of his engine rebuilding and dyno service. Also, a complete machine shop, airflow and head porting benches and a 1,000 square foot "clean room" are available to serve the auto enthusiast.



SHELBY CYLINDER HEADS AND BLOCK

- A356-T-6 Aluminum HD "Y" block design
1000+ HP capability
- Half the weight of the OE iron block
Approx. 125 lbs. Bare
- 550+ displacement
4.500 Max. stroke
- 4 side bolts on center three main bearing cap
4340 steel bearing caps
- Dry sleeve construction
siamesed cylinder walls
- Stud bosses extended to the bore bottoms
 $\frac{1}{2}$ " or $\frac{9}{16}$ " head studs
- Revised and improved oiling system
wet or dry sump oiling system
- Ductile iron sleeves
Cylinder bores from 4.250 std. to 4.440 spl.
- Deck thickness .750
Lifter valley support struts
- Completely finished and ready to use
All external mounting bosses



Made in America

FE-rocious!

Says Bob McClurg of Mustang Illustrated

The FE family of Ford Engines have long been out of production and the limited production 427 items that remain are so expensive they are impractical. Carroll Shelby corrected this problem by manufacturing the highest quality, complete aluminum cylinder heads and aluminum FE cylinder blocks. Carroll and his design crew wanted to be true to the history of the engine that won at LeMans in 1966 and 1967 in the GT-40's built by Shelby, so the engine had to be a direct replacement. He also incorporated the latest developments in engine technology.



CARROLL SHELBY ENTERPRISES

19021 SOUTH FIGUEROA STREET
GARDENA, CA 90248

THE SHELBY AMERICAN AUTOMOBILE CLUB IS:

★ The **ONLY** national enthusiast organization that caters to the cars from Carroll Shelby: Cobra • GT350 • GT500 • Ford GT40... as well as virtually every other Ford powered performance car: Sunbeam Tiger • Mustangs of all descriptions from 1964½ to the present GTs and SVOs • Boss 302 • Boss 351 • Boss 429 • Mangusta • Pantera • Griffith - you name it and if it's powered by a Ford engine and goes like a rocket, you'll probably see one at a SAAC meet!

★ Almost 6000 members. SAAC has members in every state in the United States as well as in Canada, Europe, South America, The Middle East, South Africa, Australia, New Zealand, Southeast Asia and Japan.

★ A professional magazine that has been acknowledged as the finest club publication in the country; each issue contains articles covering a wide variety of subjects:

- technical how-to articles
- new products
- historical articles
- interviews
- regional events reports
- vintage race reports
- literature, models, collectibles
- over 100 photos in each issue

★ Advertising supplements sent First Class every other month

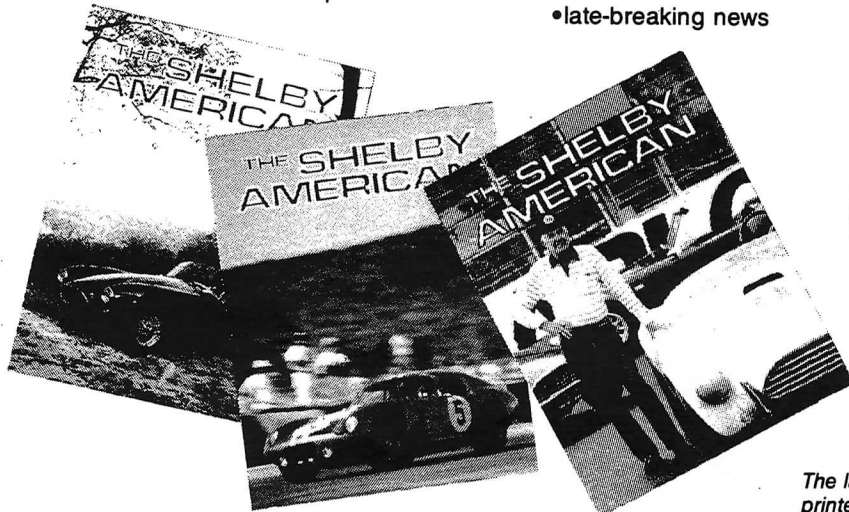
- hundreds of classified ads
- free to members; no word limit
- national calendar of events
- stolen car hotline
- late-breaking news

★ An action-packed Annual National Convention every summer, rotating around the US. You've probably heard about these: 1000+ cars and more than three thousand people at a first class hotel for three days and nights.

- popular vote car show
- judges concours
- high speed event
- parts swap
- guest speakers
- evening programs
- vintage race films

★ Organized and active regions across the country

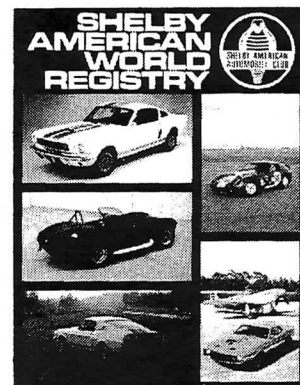
- Events tuned to the desired of local members
- car shows, parts swaps, autocrosses, picnics, socials



After receipt of your dues you will receive your SAAC New Member Packet which contains the latest issue of 'The SHELBY AMERICAN', the latest bi-monthly advertising supplement and an assortment of club paraphernalia and information. As a club member, you will receive all club magazines and newsletters printed in the following 12 months.



EST. 1975



The latest edition of **SHELBY AMERICAN WORLD REGISTRY** was printed in early 1988. It is the most complete and detailed publication of its kind, 594 pages in hardcover with 350 photos as well as the serial number of every car Shelby built: Cobras, GT40s, GT350s, GT500s, King Cobras, Trans-Am notchbacks and more. Individual chapters detail special racing models and there are owners names and histories for every car we have been able to track down. This book is a 'must-have' for every owner or would-be owner.

OWNERSHIP NOT ESSENTIAL ENTHUSIASM IS

NAME _____

ADDRESS _____

CITY-STATE-ZIP _____

TYPE OF CAR CURRENTLY OWNED _____

SERIAL # (if Cobra or Shelby) _____

☐ \$36.50 SAAC Membership

☐ \$8.50 — just send me The SHELBY AMERICAN and the latest bulletin

☐ ^{103.00} ~~\$63.00~~ SHELBY AMERICAN WORLD REGISTRY (price includes postage)

☐ CHECK ENCLOSED (please make payable to "SAAC")

CIRCLE ONE: VISA MASTERCARD

CARD # _____

EXPIRES _____

NAME AS IT APPEARS ON CREDIT CARD: _____

SIGNATURE _____

SAAC
PO BOX 788
SHARON, CT 06069

It Could Be You..... It Could Be Us!

You could give a baby girl a chance to dream.

A young boy a chance to play.

A mother, a father., a chance to love.

The chance you give, the chance to live.

You can save a life.

Imagine the feeling...for the patient, for their family...

the tears of joy, the hugs, the utter of jubilation.

For you. Because of you.

It could be you.

Heaven forbid it could be you, whose life is shattered

by hearing that someone you love has leukemia.

It could happen to you. You would need the kindness of others.

People like you to sign up, to save a life.

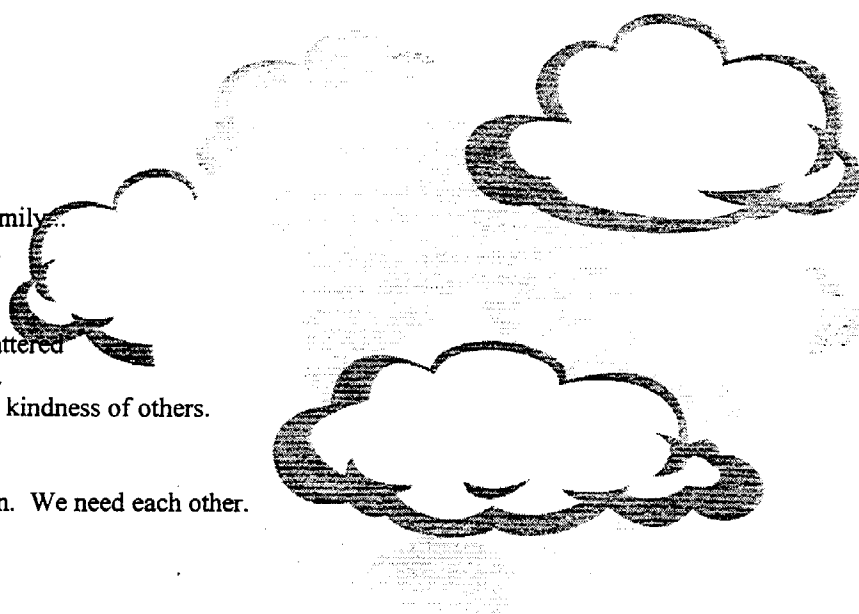
It could be us.

Together... our brothers, our sisters, our children. We need each other.

Giving hope. Giving dreams. Giving life.

Do it for you. Do it for us. Do it today.

Because it could be you.



Join the bone marrow match registry today. For information, contact:

Asians for Miracle Marrow Matches (213) 473-1666

Leukemia Society of America, Greater Los Angeles Chapter (213) 724-4582

City of Hope Medical Center-Bone Marrow Registry (818) 359-8111

How Do I Become a Marrow Donor?

1. Give 2-3 tablespoons of blood and consent to be entered on the NMDP registry. Must be 18-60 years of age and in good health.
2. Your blood is analyzed and the results are stored in the NMDP's computer which is searched internationally.
3. You are contacted by a donor center if you are a preliminary match.
4. To find out whether you are an exact match for a patient, additional blood tests are done. If you match, you will be given counseling and a physical exam.
5. After being fully informed, you make the decision to donate.
6. A small amount of your marrow is collected from the back of your pelvic bone using a special needle and syringe. Anesthesia is used during this simple surgical procedure.
7. After an overnight stay in the hospital, normal activity may be resumed. Donors may feel soreness for a few days. Your marrow naturally replenishes itself within a few weeks.

THE CARROLL SHELBY CHILDREN'S FOUNDATION DEPENDS ON YOU

Individual & corporate contributions are our only funding. That means the number of indigent children and research groups we can help each year depends on you - and others like you. Coronary care operations and medications can cost a lot, an expense for the rest of their lives. Coronary research entails a huge amount of funds, too. Your tax-deductible contribution will mean a lot to them. Will you help the Carroll Shelby Children's Foundation help them get a second chance in life?

Please make checks payable to the Carroll Shelby Children's Foundation.

Yes, Carroll, I would like to make a contribution of: \$ 25.00 \$ 50.00 \$ 100.00 \$ _____

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

We at the Carroll Shelby Children's Foundation strive to keep our running costs down to 5 percent of our total contributions. That means that up to 95 percent of all monies donated goes directly to help children and research organizations. Our Federal I.D. number is 95-4342625

Club Member Name: _____

I wish to run for the following position on the
(check only ONE)

Board of Directors

_____ President

_____ Secretary

_____ Treasurer

_____ Competition Director

_____ Car Show Director

_____ Advertising Director

_____ Membership Director

_____ Newsletter Editor

Member Signature: _____ Date: _____

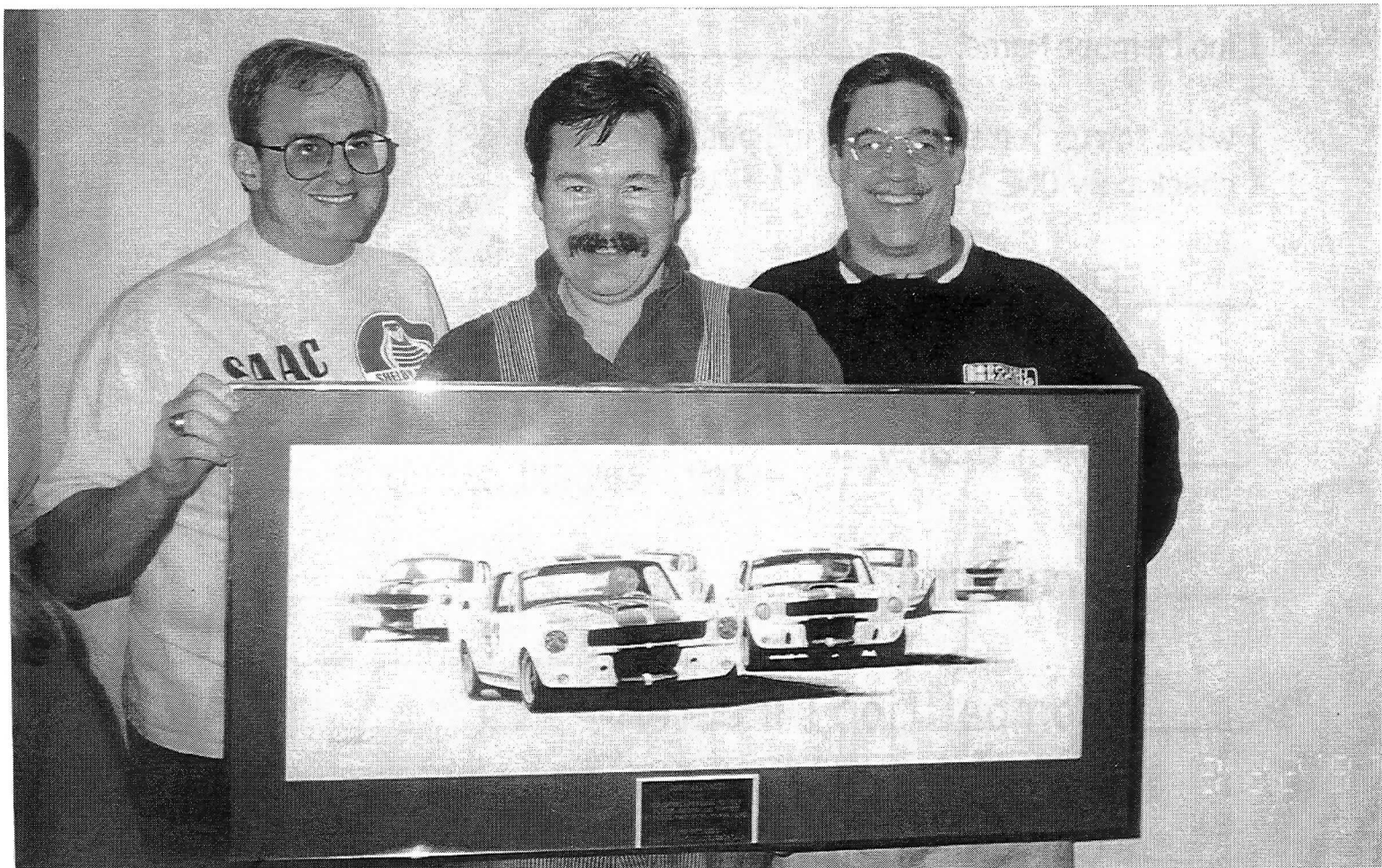
Return your nomination ballot by 10/31

SAAC-MCR Elections



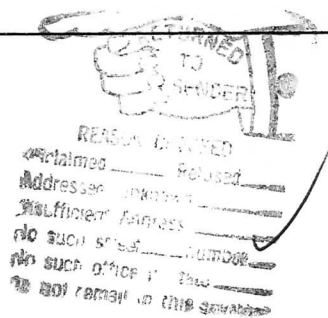
SAAC-MCR

50 Glenshire
Troy, Michigan
48098-5539



THREE WISEMEN? THREE STOOGES? THREE AMIGOS?

SHELBY LIFE
50 Glenshire Dr.
Troy, MI 48098-5539



Send to: