



Ownership not essential, Enthusiasm is!!

This Month
Dec. 2003
 - Counterfeit Cats
 - Membership Application Form
 - Officer Elections Results
Next Meetings:
 Sunday Jan. 18, 4:00pm Denny's
 (Wilsonville) **CALENDAR PLANNING**
 Sunday Jan. 18, 6:00pm Denny's
 (Wilsonville) **REGULAR MEETING**

Rarest 1967 Shelbys



1967 SuperSnake 427

UPCOMING:
Renew your club membership!

Fill out the membership survey!

Come to the 2004 Calendar Planning meeting on 1/18/04 at 4:00pm at Denny's (Wilsonville)

Get ready for a great year 2004 of SAACNW activities and events!



1967 Convertible Prototype



"Little Red" - 1967 Coupe Prototype



Twin Paxton 427/428

For information about

SAAC NW

or it's activities, call or email any officer:

President

Dan Jones

503 659-6214

Vice President

Dave Lennartz

360 546-1115

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Fred Gehring

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Track Steward

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SAAC Northwest Express is a monthly newsletter of Shelby American Automobile Club Northwest, a regional club formed in 1978 for the purpose of preserving & enjoying Shelby and other Ford/Mercury Performance cars.

Web page address/emails:

<http://www.saacnw.org/>



From the Driver's Seat

Hi everyone,

Well, I must be doing a good job at this or I wouldn't have been saddled with doing the newsletter again this year. Thanks, I guess. At least I got "Mr. 5AM wakeup call" Kelley elected as President! That's what I call payback, baby. The Bend boys are in charge this year. Congrats to all newly elected club officers.

We need to get everyone out for the big SAACNW Calendar Planning Meeting 2004, it will be before the regular monthly meeting on Jan. 18th, 2004. Tell a friend. Come with some new ideas! 4:00pm, be there aloha.

Hope everyone likes the story on the Rarest 1967 Shelys. I've found out quite a bit about those vehicles. The Super Snake 427 is another one of the rarest 1967 Shelys, price was so high that people would rather get a real Cobra roadster at that price, so only one was made. Perhaps the next rarest 1967 Shelys are the set of Raven Black/Auto Trans. GT350's that were built in anticipation for the 1967 Hertz rental program that never happened. These cars are pretty unknown but your editor may have a source to tell/show you more about those cars. Stay tuned!

Brent Soo Hoo, newsletter editor

"You can do WHAT?"

Keith Canutt - Restoration of your early Mustang. Rusty floor repair or replacement. Suspension upgrades and rebuilding. Total restoration, modification and upgrades including 5 speed conversions. "Horse shoe Rustorations" (503) 598-8675

Edward Neiger - Professional certified welder. Mig, Tig & Stick. Aluminum, Stainless and mild steel. No job too small. (503) 481-9164 Lives in Gresham.

Bob Parker - An expert at Photography & has volunteered to take excellent photos of your car. You cover the cost of film and processing. Contact him at the next meeting.

Cary Gressinger - Owner of C&G Automotive Inc.. Has been building quality Cobra Replicas, servicing and restoring original Cobras for the past 10 years. C&G has just started to produce their own replicas and chassis utilizing 5.0 Mustang components. (503) 678-1115

Russ Schulte - This gentleman is a master sheet metal man. For aluminum work, sheet metal etc. Call Russ. (541) 451-3655

James Boscole - Structural fiberglassing. You know, let's take out the shake. Don't call me for gel coat issues. Also graphic design projects and website design. (503) 625-7650

Mark Folden - *Classic Auto & Appraisal*. Serving all your appraisal needs including market, loan, insurance, replacement, and diminished value reports. All appraisal reports are done in strict compliance with the Uniform Standards of Professional Appraisal Practice and American Society of Appraisers. (360) 807-8324

Jeff Sanders - Manual Transmission specialist. Borg-Warner T5 expert, some "Ford" units available outright. Rebuilding or Updates available. Intimately familiar with Toploaders, T10's, Muncie's ack!! Will do some automatics as well. (503) 625-2708 or (503) 936-1538

Dennis Turk - '65-'67 Mustang 4-piston disc brake caliper rebuilds. I use custom CNC manufactured 316SS pistons, new boots & seals, new bleeder valves and new stainless steel cross-over lines. Will also rebuild '64 1/2 - '66 disc brake proportioning valves with stainless steel sleeves.

Call Dennis or Mark (503) 681-3093

Discounts

Note: Businesses require phoning ahead and proof of membership in SAAC NW to get a discount. Take your club membership card with you when visiting these vendors.

Tom Jones Motorcars
Contact: Tom Jones, 2820 W. Highland Ave., Redmond, OR 97756. (541) 548-0633. Email: tmjones@transport.com 10% discount on custom & mustang parts.

Hillyer's Mid-City Ford
Contact: Dennis or Craig, 3000 Newberg Hwy W, Woodburn, OR 97XXX. (503) 981-4747. 10% discount on parts only.

Schnell Automotive & Supply
Contact: Tim Schnell. 1506 NE Lombard, Portland, OR 97211. (503) 285-3567 or (503) 285-2951. Discount varies on all services and parts. Also full machine shop.

C&G Automotive, Inc.
Contact: Cary Gressinger. 22015 Airport Rd., Aurora, OR 97002. (503) 678-1115. 15% discount on parts and service.

R&S Classic Mustang Supply
Contact: Ray Mason. 250 Queen SE, Albany, OR 97XXX. (541) 926-5383. 10% discount on parts and service.

Engine Parts Distributing, Inc.
Contact: Pete Agalzoff. 6635 N. Baltimore, Portland, OR 97203. (800) 289-3373 or (503) 289-3373. 20% discount on engine kits and jobber

Rose City Mustang LTD.
Contact: Bill Kubeck
521 NE 74th Ave., Portland, OR 97213. (503) 243-1938. 10% discount on all parts new & used excluding special order items.

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Counterfeit Cats - continued from p.8

--Norman C. Miller

stamped with an opening. This characteristic makes it very easy to identify a look-alike Alpine that someone is trying to pass off as a Tiger Mark II. If you see an opening or evidence of a filled-in hole, the body is not Tiger, but Alpine. In California, rust-free Sunbeam Alpines can be purchased all day long for less than \$1,000. As the Tiger appreciates in value, growing numbers of restoration outfits have embraced the wholesale body exchange process as a quick and cost-effective way to refresh a Tiger cadaver. It's a sad fact that many good-looking East Coast and European cars bearing Tiger scripts are in fact "Alpine conversions." If you're looking to invest in a Sunbeam Tiger and want to make certain you get your monies worth, do some homework. At the very least, insist on getting all of the letters and numbers from the VIN tag. There should also be a second tag mounted to the engine compartment cowl that carries the car's JAL (body) number. Get that information as well. Note the seller's full name, not Joe, or Bob, but Jim Johnson. Then, armed with that minimal data, contact

"The International Registry Of Sunbeam Tigers" (that's Norman C. Miller) at:
166 Manor Drive San Carlos, CA 94070
650-591-0134 (voice)
650-465-0480 (cell)
rootes1@earthlink.net
<http://www.rootes1.com>

Classified Ads - Cont. from page 9

FOR SALE: 15 inch Mustang wheels (4 lug) with studded tires. These rims and tires are in excellent shape. Asking \$350.00 for set of 4.

Flowmaster 3 chamber cat back system for 87-93 Mustang 5.0 LX \$150.00

MAC strut tower brace (excellent condition) \$75.00

If interested please contact Michael Pettebone at: (360) 667-0171 Vancouver, WA

November Meeting Minutes



Minutes of the SAAC NW meeting 16 November 2003

Presidents Report

President Dan Jones brought the meeting to order at 6:15 P.M. Dan asked that our club Secretary Paul Blanchard read the minutes of the 19 October, 2003 SAAC NW meeting. After the minutes were read Dan wanted to make mention of the December issue of Mustangs and Fords, a great article on Gary Coe of Speed's Towing featuring his Boss 302 Mustang. Dan pointed out a great article in Auto Week about Carroll Shelby's involvement in making some new Shelby Mustangs again.

Secretary's Report

Paul Blanchard read the minutes of the 19 October 2003 meeting. Paul asked if there were any additions changes or corrections to the minutes as read. There weren't any the minutes stand as read.

Vice President's Report

Dave Lennartz talked about purchasing a book from Fred Meyer the Portland and the Seattle Auto trader, they have great coverage of cars for sale throughout the Northwest. Dave also mentioned That Hemmings Motor News has a new publication out Called American Muscle, that deals exclusively with the high performance cars of the sixties.

Treasurer's Report

Bob Parker gave the treasurer's report, said that we have money to put on our annual Club Christmas Dinner. Bob wanted to mention that we have enough money to fund some of our annual charities that we give to each year. Bob added that Ford Motor Co. has built an engine for the roadster builders and other enthusiasts that are looking for horsepower without all of the sophisticated electronics and wiring harnesses. Ford has come out with an engine that has 4 Webbers and approximately 500 Horsepower with a supercharger another 100 horesepower.

November Meeting Minutes -cont. from pg.3

National SAAC Rep

Fred Gehring talked about the recent SAAC Snakebite Bulletin #96 that has recently come out. Fred commented on the number of vintage cars for sale as listed in the Snakebite at present compared to 20 years ago, far fewer. Fred mentioned that he received a phone call from a gentlemen by the name of Bill Cole near Medford Oregon, used to be Regional rep years ago is looking for a 1965 GT-350 that he R-modelized, wants it back the Serial number is 5S111.

Dan Jones mentioned the article in the Snakebite about the charity drive that SAAC National wants to involve all of the regional clubs. Their goal is to raise 1 million dollars to present to the Carroll Shelby children's fund to help indigent children receive heart transplants. The presentation will be at the SAAC National convention in Michigan in 2004.

Newsletter Editor

Brent Soo Hoo commented on Dyno Day, it went well, a couple of cars showed up at the last minute, Dave Lennartz brought out his cars as well. Brent said that the owners of the establishment were happy to have us and would welcome the opportunity to have us back. Brent said that he has everything inserted into the newsletter that he had been asked for, the ballot as well as the member survey.

SAAC NW Webmaster

Dan asked John Kelly for his report. John hasn't had a chance to make new updates, he has been working some long hours. John said that he will be working on the website soon.

MHRC Report

Paul Blanchard as alternate rep gave the report for Ray Clack. Paul attended the MHRC meeting on the 11th of November. MHRC President Tony Chamberlain said that Bob Miller who had suffered a heart attack is recovering and is back home recuperating. The Millers, Bob and Marlene, are very active car people have made a lot of contributions to the benefit of the car hobby.

Big Don Van Dinter, Portland Roadster Show Chairman talked about his experience at the SEMA Show, said it was an experience unlike any other, was able to get a commitment for three cars to attend our show.

November Meeting Minutes - cont. from pg. 12

Dan Jones read the nominations for new officers for 2004, these are the names that will be on the ballot, winners will be announced at the annual Christmas Banquet.

President

- ① Gary Kelly

Secretary

- ① Paul Blanchard

SAAC National Rep

- ① Fred Gehring

Web Master

- ① John Kelly

MHRC Alternate Rep

- ① Paul Blanchard

Assistant Track Steward

- ① Brian Bogdon
- ② Don Knapp

Other Items of Interest

Dave Lennartz brought in more examples of die-cast model cars that are available, quite an impressive display.

Meeting adjourned.

Respectfully submitted: Paul R. Blanchard, Secretary

Vice President

- ① Dan Patching

Treasurer

- 1. Dave Lennartz
- ② Ann Clack

Newsletter Editor

- ① Brent Soo Hoo

MHRC Rep

- ① Ray Clack

Track Steward

- ① Brent Passmore

Historian

- ① Fred & Gayle Gehring

○ = ELECTED for 2004

November Meeting Minutes -cont. from pg.5

New Business

Brent Soo Hoo talked about the need for silk screen printing for club apparel, had quotes for long and short sleeve T-shirts, and long sleeve sweatshirts. It was decided that Brent would divide the order between white and gray apparel. Brent had a quote for \$872.39. It was motioned and seconded that we issue Brent a check for the amount to re-stock our supply of club apparel.

Brent talked about his quickly circulated e-mail for screen printed club jackets at a special sale price, many members took advantage of the offer. They are really nice jackets, if you have an interest get in touch with Brent.

Dan wanted to talk about charities that we should be thinking about. We need to donate some of the proceeds from our track days to charitable organizations. Possible charities are:

1. Clackamas County Childrens Hospital – brand new for Child abuse cases.
2. Oregon Food Bank
3. Meals on Wheels
4. Loaves & Fishes
5. CASA of Clackamas County
6. Portland Public School Supplies
7. House of Ruth
8. Oregon Impact, Clackamas & Multnomah County

A motion was made by Fred Gehring and seconded to donate \$500.00 to the Oregon Food Bank this year. In addition we have chosen to donate money to the Ronald McDonald House through the purchase of stuffed Kitty Cats through the Multnomah Hot Rod Council.

Rarest 1967 Shelbys

(From the internet) Sat Dec 15, 2001 9:55 pm

the_1_ur_mama_warned_u_about (the owner or someone who knew the restoration project)

“This car is under going restoration currently. It has been documented through restoration to have had ‘67 trim on it. The wiring and brackets for the extra grill (center) mounted headlights were still in place. Bolt holes drilled in the floor pans are a perfect match to the ‘66 “S” series roll bar. The spare tire was a dated ‘67 MagStar. All ‘68 parts were dated Dec. of ‘67 to Feb. of ‘68. The car was built in Nov. of ‘66. It was not upgraded to the ‘68 trim until the middle of the ‘68 production year. Therefore, the theory of it being the ‘68 prototype is proven false. My guess was it was dressed as a ‘68 and sold as a used car, which is strange as all non production cars were to be destroyed as per Ford’s policy. I will post a picture when car is completed. It will be unveiled at the 2002 Chicago Auto Show in February.”

-Cont. from pg. 11

November Meeting Minutes -cont. from pg.4

Tony talked about a cruise put on by the March of Dimes foundation to help raise money, car clubs were asked to participate by driving to pre-selected peoples homes and “arresting them”. They were then driven in a vintage car back to the Red Lobster Restaurant where they had to pay a “bond” as a charitable contribution in order to be released from “jail”. Afterward all participants were treated to a great lunch. Next year maybe with more advance notice cars from Shelby American can participate. The MHRC wants to reserve a day when we can go out as a club and participate at Hot Tracks in Vancouver Washington.

The MHRC has been invited to participate as a club at a special day at the Cruise-in on Wednesday evening at Pierson Air Park in Vancouver Washington. Date and time for both events is to be announced.

Track Steward’s Report

Mark Pendergrass said that he didn’t have anything to report for track day.

Unfinished Business

Dan asked Gayle Gehring about the annual Christmas banquet, we are having a guest speaker from Shelby American. He is Phil Henney from the Phillipiniti racing team, as well as the Trans-Am series. Should be interesting, Fred and Gayle heard him speak at the National Convention. Gayle said she has received commitments for dinner from many members, should be a great banquet.

Dan asked about the Portland Roadster Show coming up in March 2004, wanted to serve as a reminder to all who may wish to participate.

Dan asked about the upcoming event of SAAC does Vegas in February, is anyone going down to the show next year?

Dan wanted to talk about cool April nights in Redding California, wanted to know if anyone had an interest in going to that event as well, it is usually held on the same weekend as the first Norcal event at Thunderhill.

Rarest 1967 Shelbys

Researched and Compiled by Brent Soo Hoo



Engine Bay of 1967 Shelby Convertible Prototype

The 1967 Shelby Mustang Production Totals

GT 350 Fastbacks	1,175
GT 500 Fastbacks	2,048
Coupe Prototype	1
Convertible Prototype	1
Total Production	3,225

In 1967 Shelby American began considering the expansion of its model line to include convertibles and notchbacks. One 390-powered notchback Mustang was ordered early in production and it became the notchback prototype. It received the Shelby serial number

1967 Shelby GT-500 Convertible Prototype

VIN# 67413C9A00139

Engine: 428 Dual Quads

Trans: Automatic

Exterior Color: Candyapple Red

Interior Color: Black

Options and Accessories: Air Conditioning, Tachometer and Gauges, Deluxe Interior, Power Steering, Remote Mirror, Inboard Headlights, MagStar Wheels, Speedway Tires, Power Top w/Glass Rear Window, Power Disc Brakes, AM Radio.

Comments: This 1967 Shelby Mustang Prototype Convertible, VIN # 67413C9A00139, was ordered August 18, 1966. It was delivered to Shelby American along with the 1967 Coupe known affectionately as "Little Red" which was publicized to the max. Our mystery Shelby GT-500 Convertible Prototype was NOT photographed, NOT publicized, and most interesting... NOT destroyed in the crusher as per Ford's policy. Instead, in February of 1968, it was partially updated to 1968 trim specs and sold as a 1968 model. After extensive research, we have returned it's original tires and put it back to it's original Prototype state. It will be on permanent display at the Volo Auto Museum.

27582 Volo Village Road

Volo - IL

815-385-3644 (phone)

815-385-0703 (fax)

<http://www.volocars.com>

Cobra Automotive
Wallingford, CT
(203) 284-3863
is offering these Twin
Paxton kits now



67411H900131 and soon became the daily transportation for Shelby American's Chief Engineer Fred Goodell. It acquired the name "Little Red" because it was a red notchback. It had a black interior custom finished in Connally leather with black moutron carpeting. It also received a black vinyl top and 10-spoke wheels (but it did not have a roll bar). This car was used as a rolling test bed for various engines and driveline components. It received a number of engines and transmissions while at Shelby American, and in its final configuration it was powered by a 428 cubic-inch engine with twin Paxton superchargers.

Little Red was the inspiration for the 1968 Mustang GT/CS "California Special." It was also occasionally loaned to the press (Charles Fox wrote about it in the April '78 issue of Car and Driver, page 37) and Fred Goodell recall that Shelby friend Bill Cosby spent a lot of time behind its wheel. (The famed 200 MPH Cobra from the Cosby comedy routine?)

It was displayed at the Los Angeles Auto Show in 1967 and also at the 1968 Shelby model press preview at Riverside Raceway in August of 1967. Following that it was shipped to FoMoCo in Dearborn and ultimately sent to Kar Kraft where it was crushed (as per standard Ford operating procedures for prototypes; destroying them eliminated the possibility of the company being sued over an accident resulting from the sale of a non-specification car. (From Page 614 of the Shelby American World Registry)

Rarest 1967 Shelbys

-Cont. from pg. 6

A red, small block convertible was delivered to Shelby American and was also built into a GT-500.

This car later received 1968 Shelby sheet metal, fiberglass trim and interior and became a 1968 prototype. It was used in early 1968 press photos and factory brochure photographs. It was stolen from Shelby American in 1968 and found a week later, stripped of most of its Shelby pieces. It was immediately repaired. This car was intended to be sent to Ford's crusher, but it somehow managed to escape this fate. (From Page 614 of the Shelby American World Registry)



Interior of 1967 Shelby Convertible Prototype

SAACNW 2004 Events Calendar

SAAC NW Event Calendar for 2004 (A starting point, more events to be added as we go - editor)

Date(s)	Event	Participation Level—	
		Club	Individual
2/13-15/04	SAAC Does Vegas 8 (Las Vegas, NV)		X
4/2-4/04	Portland Swap Meet (Portland, OR)	X	
4/12-18/04	Kool April Nights (Redding, CA)		X
4/11-15/04	Mustangs Across America leaves from Ontario, CA to Nashville, TN www.mustangscrossamerica.com		X
4/16-18/04	MCA Mustang 40th Anniversary Celebration (Nashville, TN) www.mustang.org/specialevents/MCA.cfm?details		X
4/30/04	SAACNW PIR Track Day #1 (PIR Portland, OR)	X	
5/17/04	SAACNW PIR Track Day #2 (PIR Portland, OR)	X	
6/??/04	SAACNW Dyno Day #1	X	
7/2-4/04	SAAC-29 National Convention (Detroit, MI)		X
7/4-10/04	Sunbeam United National International (SUNI IV) Meet (Park City, UT) www.suni4.org		X
8/??/04	SAACNW Dyno Day #2	X	
9/9/04	SAACNW PIR Track Day #3 (PIR Portland, OR)	X	



Counterfeit Cats: An Alpine in Tiger's Clothing

--Norman C. Miller

The following is part of an article Norman C. Miller wrote for Sports Car Market, a magazine that reports on automobile auction activities around the country. Their publisher/editor, Keith Martin, attended and reported on the RM Classic Car Auction held at the Monterey Double Tree Hotel in October of 1998. An "Alpine Conversion" represented as a MK II Tiger (B382100523) was sold during the event for \$31,030.00 including the 7 percent "buyers premium", tax and license. When Sports Car Market was made aware of the misrepresentation, they ask if I would contribute something on the subject of identifying the genuine article. While much of what is used to separate fact from fiction must remain unpublicized, these simple examples might make life a little easier for a few potential buyers.

Much as the creation of a counterfeit Shelby GT 350 relies on access to a run-of-the-mill Ford Mustang 2+2, creating a believable Sunbeam Tiger likeness requires a sister vehicle in the form of a Sunbeam Alpine. The Sunbeam Tiger ('64-67) and equivalent year models of the Alpine ('59-67) are nearly identical cars, except that the former is equipped with a Ford V8, the latter with a four-cylinder engine. As you might expect, the Carroll Shelby-inspired Tiger is worth far more than its Alpine cousin. This large difference in price has encouraged people to transplant Tiger elements from otherwise unsalvageable (rusty or severely damaged) V8 derelicts into Alpine bodies and pass them off as genuine Tigers. Aiding the deception, Tigers and Alpines share a very fragile system of factory identification. The cars had only one set of VIN markings. The serial number appears on a chassis tag in the engine compartment, mounted with only two pop rivets. With a drill and very little effort, an Alpine's genealogy can be changed in short order. One possible giveaway to this deception is that the factory used special period English rivets to mount the tags. When examining a car today, if you see fresh rivets or an uneven application, you have reason to question the involvement of someone other than the factory. Another red-flag zone is a metal section of the parcel shell, behind the passenger seat (right side of car). All Alpines and Tigers (except the MK II) have an access door in this area, under the upholstery. In the Alpine, lifting the trapdoor exposes a metal box housing the battery. On the Tiger, the dual exhaust system left no room for a battery in that spot, so it was repositioned to the trunk. Since there was also no room for Ford's engine-driven fuel pump, an electric pump was affixed to a bracket and made accessible through the redundant Alpine access door. The salient point is that no box was ever installed in the Tiger body. An Alpine body, passing as a Tiger, would likely show evidence of battery box removal. When the Tiger Mark II was introduced in 1967 (only 536 built), the fuel pump was repositioned from its trapdoor location to the inside of the trunk. So, on the Tiger Mark II body, the parcel shelf was no longer die-

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Classified Ads

FOR SALE: For sale 94-95 5.0L Hi Flow Off Road H-pipe 2.5" used \$75.00 For Sale T5 World Class Ford V8 Transmission, rebuilt, 3.35 1st gear, .68 o/d \$650.00 Outright \$550.00 Exchange Rebuild or re-gear your T5 WC labor \$150.00 Plus parts. T5 WC Close Ratio gear sets \$695.00 T5 WC Close Ratio gear change over with labor \$975.00 I can Rebuild, Repair or Change ratio's on Toploaders & T10's as well, call or email your questions and I will reply as soon as I can. Speedo Calibration a speciality, call or email your needs.

Jeff Sanders
503-625-2708 Home
503-997-3640 Cell
Email: jeff@alltransmission.com
Sherwood, OR

FOR SALE: Wheels for sale: TWO sets of (4) 15 X 7 /4 lug wheels used on GT Mustangs and other cars 85 up to 93. Set 1 very nice, polished clean and straight with 4 polished caps: \$200. Set 2 is used, scratches, all 4 caps not perfect, wheels are straight: \$120

One set of 16 X 7 / 4.5 x 5 lugs. Mustang GT wheels, 94 up also used on Sport Package V6 Mustangs, came off our 98 V6 Mustang at 13,000 miles. Straight nice five spoke wheel. Painted. \$400

One set of tires: 225/50 16 VR Michelin Pilots. One tire never used the other three have one trip of 800 miles. Tires have been double bagged stored in side dry and cool. Paid \$900 make offer if you can use them! Nice Ultra High Performance tires, one of the best! This stuff is not being used so its time to move on, give a call and we can work a deal out!

Brian Bogdon
360-425-4017
btsracing@solidnet.com
Longview, WA

FOR SALE: SAAC license plates. I (Fred Gehring) purchased one of these at SAAC 5 in Dearborn, Michigan twenty three years ago. The guy that had them manufactured has moved to Vancouver, Washington and still has a pile of them left. Dan Jones bought two from him at our last Open Track day. They're really cool. Both '66' GT-350s sport one at our place now. I was told at the DMV 'ordeal' last Saturday we only need to display one license plate under the 'SP' (one time registration) deal. The cops will not write you up for not displaying a set front and back. Good news for those who wish to display this club logo plate. It's 12" x 6" standard plate size with mounting holes in the same locations. The classic Cobra round logo in red and blue, text in blue ("Shelby American Automobile Club") with plate background in white. His asking price is \$5.00 each. Here's how you get in contact with the seller:

John Hollada
1606 SE 163rd AVE.
Vancouver WA 98683
360-256-3867
jhollada7@aol.com

FOR SALE: SAAC Logo Alum. Valve Covers, EFI Plenum Cover, CS billet Oil Filler Cap. From a late model SAAC Mustang. \$395. Contact Bill Magnett 503-285-1140

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SAAC Northwest

SAAC Northwest (Shelby American Automobile Club Northwest Region) is a regional club formed in 1978 for the purpose of preserving and enjoying Shelby and other Ford and Mercury performance cars.

Club meetings are scheduled for the 3rd Sunday of each month, 6 p.m. Denny's Restaurant of Wilsonville, OR. From I-5 take Exit 283 Turn east; turn right on SW Parkway. Guests and visitors are always welcome!

Dues are \$20 per year (pro-rated quarterly for new members joining throughout the year). Bring your dues to the next meeting, or mail to, Treasurer, SAAC Northwest, P.O. Box 242, Oregon City, OR 97045 (Make Checks payable to "SAAC Northwest", please)

Membership benefits include a monthly newsletter, eligibility to run during the SAAC Northwest track days, club discounts from numerous parts suppliers, and opportunities to participate in car shows and other club activities like tours, picnics, car corrals, etc.

Please note: To take advantage of member rates at Track Events, you must be a member at least two weeks before the event!

For more information about SAAC NW or its activities, call any officer.

2003 SAAC Northwest Officers

President:	Dan Jones	(503) 659-6214
Vice-President:	Dave Lennartz	(360) 546-1115
Secretary:	Paul Blanchard	(503) 657-9273
Treasurer:	Bob Parker	(503) 698-9492
SAAC National Rep.:	Fred Gehring	(503) 657-5595
Newsletter Editor:	Brent Soo Hoo	(503) 323-5826
Webmaster	John Kelley	(503) 880-1967
Open Track Steward	Mark Pendergrass	(503) 662-4395
Asst. Open Track Steward	Brent Passmore	(360) 636-7885
MHRC Representative:	Ray Clack	(503) 656-3891
Asst. MHRC Rep:	Paul Blanchard	(503) 657-9273

SAAC NORTHWEST MEMBERSHIP APPLICATION AND INTEREST SURVEY

First and Last Name		Date
Spouse or Significant Other		Amount Paid
Address		
City	State	Zip
Home Phone	Internet Address	

Collectible/performance cars owned—please indicate year, model, color, and special features.

VIN/Serial Number:

1.	
2.	
3.	
More:	

Are you a member of the national Shelby American Auto Club? Circle one: YES / NO

What sort of events/tours are you interested in? Please specify.

What club events/tours did you participate in during 2003? Top 3 favorites?

What non-club events/tours did you participate in during 2003? Top 3 favorites?

What sort of items would you like to see in the newsletter? Please specify.

Are you interested in any long distance trips like SAAC National Convention, Mustang Celebration, Mustang Roundup, Hot August Nights, or similar events? Please specify.

Would you rather drive your car on tours/club events or show it in judged shows? Or both?

Are you interested in an 8-week wide spectrum technical "Ford" night or weekend class put on by a reputable local speed shop? Would you be willing to pay a nominal fee to enroll in such a class? How much would seem fair to pay? \$80 or \$160? What items would you expect to be covered in such a class?

OWNERSHIP NOT ESSENTIAL~ENTHUSIASM IS

SAACNW Calendar Planning Meeting 2004

Sunday January 18, 2004

4:00–6:00pm

Denny's (Wilsonville)

Please bring any events calendars you can get.

**Be ready to speak up for events that you
would like on the club's schedule this year**

What did you like/dislike from previous years?

Are you willing to be an event coordinator?

Everyone welcome. All input appreciated!

PLEASE COME! PLEASE COME! PLEASE COME!