



This Month  
 April 2005  
 - SAACNW Apparel Catalog  
 - Apple Blossom Tour Info  
 - 2006 Shelby Cobra GT500  
 Next Meeting:  
 Sunday April 17, 6:00pm  
 Dennys's  
 (Wilsonville)

Ownership not essential, Enthusiasm is!!



# 2006 Shelby Cobra GT500



450-550 HP for \$40,000 - Sign me up!

For information about

## SAAC NW

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

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Dave Lennartz  
503 869-8137

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503 632-4714

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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 Ford Fans,

You know you want one of the new 2006 Shelby GT500s. Some things that are rapidly coming up, club tours by Bob Parker this month and Ken Walker next month. And John Bradshaw's Portland Transmission Warehouse show on Sat. 5/7/05--a great show that kicks off the car season every year. Then a Mustangs Unlimited cruise-in at FAST Specialties on Sat. 5/14/05. Should be fun. Get out there.

Had a great time with FAST Specialties' Travis Hall and my Lightning buddy Tim Grubb at the Portland Swap Meet. Thank god for little red wagons. Thanks to Tim for hauling my stuff back to my house. Walked so far on Saturday, saw it all inside/outside the Expo AND the PIR swap meet. I was wrecked on Sunday. My best deal was a pair of P275/40ZR/17 Goodyear radials with 80-90% tread for \$40 for the pair.

Helped the Clacks score a forged 331" stroker kit and a Mexican 302 block for \$1200 (a smokin' deal!) off of the TurboMustangs.com forum for sale area. Thanks to my messenger buddy Louie Lanni down in LA who helped with the pickup and shipping. Now we just got to find out if the Mexican 302 will mag test OK. Now is the time to get your projects done in time for Summer, so get to it!!!

Upcoming tech on my 13" Cobra brake upgrade on the Capri. Also, the Capri finally passed DEQ testing, after 4 years of trying. I became a cop attractant, so something had to change.

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## "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) 997-3640

**Mark Pendergrass** - Negative Wedge kit manufacturer. Contact B&B Mustang or Rose City Mustang for this kit. B&B Mustang (503) 656-4228. Rose City Mustang (503) 243-1938.

## 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.

### Landmark Ford

Contact: Art Fitch  
12000 SW 66th Ave., Tigard, OR 97223  
(503) 639-1131. Discount varies on FRPP and parts.

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# Plans for SAAC30, July 2005 in Riverside, CA

(Check this space for further updates)  
SAAC30 Garage rentals are all gone. Three SAACNW club members got one.  
SAAC30 Drag Race info has been released. Who's got the fastest Shelby???

**Hotel** – Riverside Marriott, (951) 784-8000. \$79/night, the Mission Inn is pretty much full already. Hurry!

**SoCal Dream Garage Bus Trip** – get your reservations in to SAAC now! 300 person limit.

**Shelby-American Team Re-union Dinner** – \$80 cost includes a free dinner for a Shelby-American team member. Get your reservations in to SAAC now!

**Roadtrip Plans** – Fred and Gayle Gehring will be unable to coordinate the roadtrip--not going to go/lacking vacation time. We are looking for someone to coordinate the roadtrip, arrange the lodging and food/gas stops, meeting times/places--who wants to be the trip leader???. We need everyone who is planning on going to let us know. Are you bringing your car? Driving it? Trailering it?

**Special Edition SAACNW gear** –

Brent Soo Hoo will probably have some limited edition roadtrip T-shirts and gear printed. Brand New Special Edition Design. Let him know what you want/sizes. Great for identifying yourself to other regions at the National SAAC Convention! Sure to be in demand and collectible. Kenny Beers already wants one.

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## March Meeting Minutes

Minutes of the SAAC NW meeting 20 March 2005



### President's Report

President Dave Lennartz brought the meeting to order at 6:30 P.M. Dave began the meeting by asking the Secretary to read the 20 February 2005 meeting minutes. Dave mentioned that at tonight's meeting we have clothing inventory for sale, thanks to Bob Parker for taking care of the SAAC NW General Store.

Dave mentioned that the Gary Kadermas Cobra is for sale on the Nor-Cal web site. Gary is a past officer of SAAC NW, the Cobra is an original and has been drag raced extensively. It was the Cobra that raced a Channel 8 Helicopter at PIR some years ago. Oh yes, the Cobra won!

### Secretary's Report

Paul Blanchard read the minutes of the 20 February 2005 meeting. Paul then asked if there were any additions or corrections to the February meeting minutes as read. There weren't any, the minutes stand as read.

### Vice President's Report

Ken Walker wasn't present at tonight's meeting will be with us next month.

### Treasurer's Report

Ann Clack gave the beginning and ending balance for our treasury said that she has included additional monies from membership renewals and new members to help improve our balance.

Our Bank balance is reconciled with our March bank statement.

### National SAAC Rep

Fred Gehring mentioned that he hasn't received anything from the Eastern Front, meaning SAAC National, Rick Kopec, Howard Pardee, and Ken Eber. The national convention is still moving forward, if you haven't made room reservations for the National Convention do so now! Fred said that he won't be going to the SAAC National Convention this year, asked Dan Jones to be the guide for members going down to Fontana California.

Fred asked Dan if he would give a report on his participation at the SAAC does Vegas meet. Dan commented on the fact that when he got to Vegas and attended the evening program there was a nice buffet set up for dinner along with a gift pack for all attendees. Dan said that Gary Patterson from Shelby American gave the keynote address, normally a duty performed by Rick Kopec. Rick said that he wan't able to be

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### **March Meeting Minutes -cont. from pg.3**

in charge of the event due to the track expenses having risen dramatically. This year Shelby American was able to secure the track for about half price. At the dinner many past Shelby American employees were present, they passed the microphone around for them to speak and give their personal experiences in putting the cars from Shelby American together. Dan said they had the opportunity to see the Shelby American facility for the manufacture of their new Cobra's, quite an enjoyable experience. Carroll Shelby was present for the signing of autographs on Sunday, everyone seemed to be having a good time in spite of the rain at the track.

### **Newsletter Editor**

Brent commented on the crack inventory crew that was able to put out the apparel catalog, Dave Lennartz, Tim Grubb, Bob Parker and Mark Pendergrass. We have apparel items for sale as shown in the catalog, you can also place an order online. Brent stated his goals for selling club merchandise, let's all buy some items to not only show pride in our club but also to help our club treasury.

### **SAAC NW Webmaster**

Tim Grubb said that he received some pointers from Brian and Lisa Bogdon, within the week the web site will be all brought up to date.

Tim asked that any member that has pictures of interest to all club members that would like to have them included in our website to e-mail them to him.

Brent Soo Hoo asked if we want to give members the option of being able to buy and pay for SAAC NW merchandise through Pay-Pal or by check only. Tim will work on getting the option of Pay-Pal as time allows.

### **MHRC Report**

Ray Clack talked about the upcoming Portland Roadster Show celebration banquet held on the 26<sup>th</sup> of March at JJ North's buffet in N.E. Portland.

The MHRC is working on getting the Ronald McDonald House to sponsor the Custom Bike representing the Multnomah Hot Rod Council for the big 50<sup>th</sup> Annual Portland Roadster Show next year. Oak Grove Choppers would build the bike with the proceeds from the raffle of the bike to benefit The Ronald McDonald House.

Ray said the attendance for this years show was down from past years, the weather was a factor, it was just too nice outdoors to attend an indoor event.

We tabled a motion to have Big Don Van Dinter given a new contract for next year as our show chairman until we have a complete financial report from this years show.

Ray said that there were some issues associated with the awards presentation where they handed out the club display award to the wrong club. To rectify the situation they

## **Shelby GT500 - Cont. from page 12**

minds since the outset of the entire Mustang program.”

The Shelby design elements alone are enough to tell the GT500 story but are not the only visual cues that set this Mustang apart. The reworked front fascia features a functional air splitter and the unique hood has heat-extraction ducts, combining to provide improved airflow and aerodynamics. Revised headlamp insets offer a more aggressive look and result in symmetrical upper and lower grilles with large air openings, creating a visual connection to vintage Shelby Mustangs.



The unique rear fascia features strakes inspired by the Ford GT's integrated rear airflow diffuser, and a rear spoiler reminiscent of a classic GT500. To mark the collaboration of two Mustang performance icons, the GT500 features Shelby and SVT badging.

Continuing the snake logo tradition of past-generation SVT Mustang Cobras, as well as late-model Shelby Mustangs, the fenders each feature an updated design of the Cobra. For the first time on any SVT Mustang, the front grille features an off-center snake in place of the standard running horse. "GT500" is emblazoned inside the side rocker stripes, and the name "SHELBY" is prominently featured across the rear deck. The SVT logo can be seen on the wheel center caps, a signature SVT location, as well as on the doorsill plates. To top it off, the "gas cap" medallion between the taillights reads "Shelby GT500" centered on the Cobra image.

The interior is completely wrapped in ebony black leather, including the top of the dash, door panels and center arm rest. Also wrapped in ebony leather are the shift lever, shift boot and parking-brake handle. SVT Red leather seating surfaces and door panel inserts provide a marked contrast to the rest of the leather-trimmed cabin, surrounding the performance enthusiast with luxury and comfort. Snake logos embroidered into the seat backs finish the package.

"We've taken leather design trends to a new level by using it on almost every exposed surface in the GT500," says Rogman. "Leather has long been a performance fashion accessory for enthusiasts, from jackets to racing gloves, so it perfectly matches all the other driving oriented cues."

The Shelby GT500 script and Cobra image are repeated on the steering wheel cap. Behind the wheel are titanium-faced gauges swapped in location so that the tachometer is dominant visually for the driver. The chrome accessories inside the cabin have been replaced with a satin aluminum finish, including the aluminum shift lever knob that is nicely positioned for quick, positive shifts of the six-speed transmission.

## Shelby GT500 - Cont. from page 9

The GT500 features a MacPherson strut independent front suspension with "Reverse L" lower control arms, and a solid-axle, three-link rear suspension with coil springs and a Panhard rod for precise control of the rear axle.

This rear suspension design has been validated on the track by Ford Racing. The race-prepared Ford Racing Mustang FR500C was purpose-built from the base 2005 Mustang body structure and suspension geometry to run in the Grand-Am Cup series, a class of road racing for production-based cars. Competing against the best from Germany and Japan, a Mustang FR500C competed in and won its first ever race in the season-opener at Daytona International Speedway in February 2005.

"SVT and Ford Racing will be working closer than ever as we go forward on future projects, especially Mustangs," says Thai-Tang, a Ford Racing alumnus who served as the race engineer for the Newman-Haas Racing team in 1993. "The Mustang FR500C racing program is an exact demonstration of the capability we engineered into the mainstream Mustang to be capable of. Now, we have both a Daytona victory and the return of the Shelby Cobra GT500 to showcase Mustang performance possibilities."

To match this power and handling ability, SVT fitted some of the biggest brakes in the business to the GT500. Fourteen-inch cross-drilled Brembo rotors up front and 13-inch discs in the rear continue SVT's legacy of great-braking Mustangs. Secure footing is provided by 19-inch wheels wrapped in high-performance tires.

The snake is back - Legendary looks with SVT function

The Shelby Cobra GT500 combines the dramatic design genes of the all-new Mustang with Carroll Shelby's legendary performance image to create an SVT Mustang that broadens the power brand's design approach and appeal.

"The restrained, performance-oriented SVT design theme has become instantly recognizable to enthusiasts without brash styling cues," said Doug Gaffka, design director, Ford SVT vehicles.. "The GT500 takes a huge leap forward by combining the modern Mustang muscle car with the classic Shelby performance look to expand SVT's reach to a much bigger audience."

The 2005 Mustang design team drew inspiration from classic 1968 Mustangs, the models that transformed the mild-mannered pony car into a muscle car with attitude. Envisioning an SVT model, the team tested GT500 design cues on the Mustang GT coupe concept that was unveiled at the 2003 North American International Auto Show. In 2004, designers further developed the GT500 look on the Mustang GT-R, a race-bred concept with the dual purpose of foreshadowing SVT's Mustang design direction and Ford Racing's plans to return Mustang to road racing.

The GT500 now comes into full light, punctuated by the classic Le Mans-style white stripes that race along the top of the show car's "SVT Red" paint from nose to tail. The stripes recall the Shelby Mustangs that marked another important 1960's Mustang transition when Ford put it on the track to becoming a racing legend. The GT500 nomenclature is prominent in the lower bodyside racing stripe, another cue from the classic Shelby Mustangs.

"The new Mustang has classic design cues from some of the best-looking Mustangs of all-time, including the Shelbys," says Keith Rogman, Ford senior designer. "The design of the GT500 has been at the forefront of our

## March Meeting Minutes -cont. from pg.4

gave the check to both clubs the Road Knights and the Dukes.

Ray said that when nominations were asked for the officers for next year we elected to retain the same officers as this year.

Ray thanked all of the SAAC NW members that helped at the show, well done members!

Ray said that next year is the big 50<sup>th</sup> show, we will be making the effort to bring back past Roadster Show Class winners plus we have the whole Convention Center floor, about double the present size!

Dave Lennartz asked for a volunteer to head up a committee for the 2006 Portland Roadster Show to coordinate a club display representing SAAC NW.

## Track Steward's Report

Brian Bogdon gave his report said that as a club we would be been given the right to use the Historic Races artwork since they have featured a 1965 Shelby GT-350 Mustang. We had been asked to sign a release signifying that we will use the artwork in a respectful manner, it was signed and sent to them Brian was happy to report that we now have permission to use the artwork. Brian talked about the budget that he has proposed for this year gave copies of the budget to the officers, passed around copies for all members to review.

Brian said that he has talked with Dave Frezza at Landmark Ford for possible sponsorship, they have our information, will digest it and let us know what their feelings are as far as sponsorship is concerned.

Ed Neiger asked if there is a printed track schedule for this year, Brian said that he didn't have the usual cards with the dates on them, however the dates are posted on the PIR web site.

Scott Mills said that he has driven the Chicane with the new concrete in place of the gravel pit. Scott said that it is going to be dangerous driving the chicane without the gravel or a barrier in the area of the concrete. They want to build new flag stations with covers, will be ready by the time we have our track days.

Scott Mills said that one of the things that the Porsche Club does is the stressing of giving all participants value for their entertainment dollar. Scott said that they always work at making all participants feel welcome.

Dave Lennartz made the comment that many SAAC NW members don't even support our own track days as a club event! Dave commented on the need to have more presence at other car club meetings to promote our track days, such as the Porsche club, the Alpha and BMW clubs along with the Corvette club.

Scott Mills made the comment that maybe we should change the date for membership renewal to the 1<sup>st</sup> of June, so that all past non-member participants in our track



## March Meeting Minutes -cont. from pg.5

days would receive a copy of our newsletter as a reminder to attend our event.

### New Business

Dave Lennartz asked Fred Gehring to give a presentation on the big Portland Swap Meet. Fred said that we have our club booth indoors this year, asked for volunteers to help set up and man the club booth. This is the Big one, the largest swap meet of its kind on the West Coast. This is the opportunity for club members to display their items for sale with a 10% sales commission going to benefit the club. It will also be a great time to promote our club.

Gayle Gehring talked about the upcoming Mustang Roundup in Bellevue Washington during the month of July. The host Hotel will be the Red Lion Inn in Bellevue. They have 181 units, they will accept reservations once it is determined that they are the host hotel, at that time participants will be able to get the best rates.

Gayle brought in some information on the Portland Historics for all members who are interested. Gayle sent around a participants sign up sheet for all members who are planning on attending. The club will not be buying any tickets this year, all participants need to get the money in to Gayle before the 24<sup>th</sup> of May, 2005.

Brian Bogdon sent around a sign up sheet for the Beaches Cruise-In after our Track day.

Dan Jones mentioned that there is a company called chasecam.com that has race camera mounts for your track day car. It is a website that has a catalog of different types of camera mounts, something of interest to all track day enthusiasts.

Larry Cockerham talked about a company called rotorpros.com that makes drilled and slotted rotors that are CNC machined and hardened for early Mustangs for \$99.00.

### In Closing

Dave Lennartz brought in more cars from his die-cast collection, model cars that were enjoyed by all members.

Meeting adjourned.

Respectfully submitted: Paul R. Blanchard, Secretary

## SHELBY CLUB DISPLAY AT THE PORTLAND "SWAMP" MEET

By Gayle Gehring

Spring time in Portland, Oregon means the "ALWAYS IN APRIL SWAP MEET" is here again. This was the 41<sup>st</sup> for the Expo Center, and the 2<sup>nd</sup> annual for Portland International Raceway. Many returning Swappers refer to the event as a Swamp Meet because of some previous years being a Mud-A-Ramma in the general parking fields. This year was not such a problem. Carrying an umbrella in your backpack was helpful due to a few intermittent showers. That did not deter the action at the Shelby Club Booth. When it rained, foot traffic was more frequent in front of us.

With a combined total of 5000 vendors, and at least 50,000 visitors, it is the largest of its' kind on the West Coast. Many car nuts refer to it as "Christmas in April" and a team of wild horsepower would not keep them away. It is almost impossible to see everything at this meet even if you were down there all 4 days. I think the real fun is in hunting down that elusive part, or just looking for the fun of it. You never know what you are going to find; rows and rows of parts, some like new, while others broken before they spent 20years behind the garage. In addition, there are other non-auto related items, record albums, glassware, bicycles, antique toys, etc.

The Shelby Club Team consisted of the following members: Dave Lennartz, Mark Pendergrass, Fred Gehring, Larry Cockerham, Tim Grubb, Dan Jones, Brian Bogdon, Don Knapp, Dan Patching, Bill Meloy, and me. We had at least three club members per day to hand out information, membership applications, and vend parts. The location was excellent; we were on the end of an isle, and two sides to display signs and our club banner. Fred went to the show office and secured this same spot for next year. If the club is in good enough financial shape, we would be willing to sell one of the spaces to it, or another interested club member.

***Just a reminder: To All members who sold parts at the club booth, 10% of your total sales are payable to the club to offset the cost of the swap spaces.***

Thanks to all of the volunteers who spent their weekend braving the crowds and the weather to promote the club. *And*, a special thanks to Dave Lennartz for being our trailer tow guy and running all those nice color handbills to promote the track day and club corral at the Historic Races.



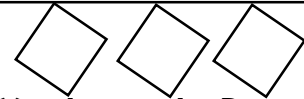
CLASSIFIED ADS:

Custom fit 1967-1968 Shelby Style Rollbars. Weld-in. Thick wall (.125"- .135") DOM seamless steel, TIG welded with lower mounting plates and upper mounting ears. Correct thickness for NHRA, but would need down bracing and certification. Optional Shoulder harness bar and lower seat belt bar are extra \$\$\$\$. Can still use the fold-down seat. Great for clones! \$350 Call Aldridge Motorsports (503) 284-8484 (Portland, OR)

**For Sale:** 1995 Ford Mustang Cobra SVT. Asking \$9000 OBO. Steve Heileson (503) 925-1648 (Portland, OR)

Limited Edition SVT Mustang Cobra #2947 of 4005, SVT Certificate of Authenticity and Original Window Sticker, Last year of the 5.0L Super High Performance V8, 5-Speed World Class T-5 Manual Transmission, Traction Loc Rear Axle, 4 Wheel Disc Brakes, 17" Cobra Alloy Wheels, P255/45/17 BFG G-Force Radials, Black Clearcoat Exterior, Black Leather Interior, Power Windows and Locks, Cruise Control, Driver and Passenger Air Bags, Rear Window Defroster, Air Conditioning, Factory Cobra Floor Mats, Remote Keyless Entry, Mach 460 Electronic Sound System; AM-FM Stereo Cassette w/Integrated Compact Disc Player  
Vehicle has 88K miles and is in excellent condition. Has remained in stock condition except for the addition of a Fluidyne aluminum radiator and Mac Cold Air air intake system upgrade.

## 2005 Poker Run! May 21<sup>st</sup>,



**Meet at Denny's in Wilsonville at 10 am. You know, the Denny's where the club holds its meetings. If you want to have breakfast there, please get there early enough so you'll be finished in time for blast off!**

**The run will end at a park. You'll need a picnic lunch and a few dollars for expenses in route. It will be a nice jaunt in the country of about an hour in length.**

**I could use two volunteers for check point duty. Everyone participates including we check point, aaa, "personalities".**

**Rain date will be May 22<sup>nd</sup> with the same schedule. Call me at (503) 632-4714 for delay information on my recorder on Friday 5/20. If there is no information about the run we're on. Gumball !**

Ken Walker

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# SAACNW 2005 Events Calendar

SAAC NW Event Calendar for 2005 (A starting point, more events to be added as we go - editor)

Date(s)	Event	Participation Level—	
		Club	Individual
4/1-3/05	Portland Swap Meet (Expo Center - Club Info/Booth inside)	X	
4/16/05	Parker's Apple Blossom Tour (Hood River, OR)		X
4/17/05	Rain Date for Apple Blossom Tour (Hood River, OR)	X	
5/7/05	Portland Transmission Show (Portland, OR)		X
5/14/05	Fast Specialties Cruise-In (Vancouver, WA)		X
5/21/05	Poker Run and Picnic (Wilsonville, OR start)		X
5/22/05	Rain Date for Poker Run and Picnic(Wilsonville, OR start)		X
6/4/05	All Ford Swap Meet and Car Show (Hillsboro, OR)		X
6/30/05-7/4/05	SAAC30 National Convention (Riverside, CA)	X	
7/8-17/05	'65 Shelby GT350 40th Anniversary Week (Portland, OR-Bellevue, WA)	X	
7/8-10/05	Portland Historic Car Races (Portland Int. Raceway - Club Corral)	X	
7/11/05	SAAC NW Open Track/Club Day (Portland Int. Raceway)	X	
7/13/05	"Two Lane Blacktop" Tour to Kent, WA	X	
7/14/05	Mustang Roundup Open Track (Pacific Raceways, Kent, WA)	X	
7/15/05	Pony Trails (Bellevue, WA)	X	
7/16-17/05	Mustang Roundup Show Sat. MCA Judged/Sun. Popular (Bellevue, WA)	X	
7/29-31/05	American LeMans Series Races (PIR Portland, OR)		X
8/1-6/05	Hot August Nites (Reno, NV)		X
8/7/05	All Ford Picnic (Champoeg State Park, Newberg, OR)		X
8/12-13/05	Cruise the Gorge - Friday nigh stay over? (The Dalles, OR)	X	
8/21/05	SAACNW Ice Cream Cruise (Aloha, OR)	X	
9/3/05	WASAAC Muscle Cars for Kids Cruise (Seattle, WA)	X?	
9/13/05	Audi Track Day (Portland Int. Raceway)		X
9/14/05	SAAC NW Open Track Day (Portland Int. Raceway)	X	
9/14/05	NWDRA Evening Drag Racing (Portland Int. Raceway)	X	
9/15/05	Porsche Track Day (Portland Int. Raceway)		X
9/18/05	Wrangler Round-up (McMinnville, OR)		X
9/24/05	10 O'Clock Hill Church Cruise -In (Beavercreek, OR)	X	
10/8-9/05	Maryhill Loops Car Show and Hillclimb - Sat.. night stay over (Goldendale, WA)	X	
11/??/05	Covered Bridge Tour with Early Ford V8 Club (Willamette Valley)	X	
12/??/05	End of the Year Club Banquet	X	

## Apple Blossom Tour - Sat. April 16, 2005

1. Meet at Lewis and Clark state park at 10:00AM sharp. To get to the park, take I-84 eastbound from the Portland area. Exit to your right immediately after crossing the Sandy River bridge. Exit is well marked. Follow signs after exiting. About 1/4 mile from exit to park. Have a full tank. Drivers meeting at 10:15 and departure at 10:30. We will proceed vi 2 lane roads [mostly] to Hood River. We will follow the tour route through town and to Parkdale. The, weather and road conditions permitting[rocks etc] we will drive around Mt Hood. Lunch is planned for Gov't Camp and then home. Bring your cameras! If the road is bad, we will follow a new section of the tour route back to Hood River, and then East to Moser and checkout the Rowena loops road. It can be beautiful in this are with numerous wildflowers. Maps at drivers meeting.

2. Alternate day for this trip is Sunday April 17. Meet at same place at noon. Decision to delay will be made by 6PM Thursday April 14. Call me after that time to get info if delaying. No info about delay on my recorder means no delay. For trip delay information, my phone is 503-698-9492. See ya there. Bob Parker

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## 2006 Shelby GT500 - the next generation

<http://www.fast-autos.net/ford/fordshelbycobra.html>

Source: Ford

Ford took the wraps off the 450-plus-horsepower Ford Shelby Cobra GT500 show car at the 2005 New York International Auto Show. Designed in the unmistakable image of Shelby Mustangs of the 1960s, the Shelby Cobra GT500 melds SVT's modern engineering with the big-block performance that made the original GT500 the king of the road.

"The all-new 2005 Ford Mustang is one of the hottest cars in many years," said Phil Martens, Ford group vice president, Product Creation. "Its chassis was engineered from the beginning to be the basis of a high-performance, world-class sports car from SVT, and the Shelby Cobra GT500 is it."

Carroll Shelby lends his support to SVT, adapting his earlier role as a senior advisor on the "Dream Team" that was assembled to develop and build the 2005 Ford GT. "I've worked with the SVT guys for several years now, and I know they have the guts, the talent and the passion to deliver the best performance Mustangs ever," said Shelby.

Shelby Cobra GT500's supercharged 5.4-liter DOHC V-8 produces over 450-plus horsepower

Just as the original Shelby GT500 was the "step up" to big-block power from the GT350, the new Ford Shelby Cobra GT500 steps up to Ford's 5.4-liter "MOD" V-8. The result? The GT500 is the most powerful factory Mustang ever. Its supercharged 5.4-liter, 32-valve V-8 evolves from SVT's experience with supercharging the "MOD" engine to deliver more than 450 horsepower and 450 foot pounds of torque.

## Shelby GT500 - Cont. from page 8



450 HP stock, 550 HP possible with tuning/adds

The engine has been further tuned from its first application in a Mustang, the 2000 SVT Mustang Cobra R, a limited edition model of 300 units.

Helping to put the power of the GT500's supercharged V-8 to the pavement is a T-56 six-speed manual gearbox. The evenly spaced gears mean less stirring is needed to find the "sweet spot" in keeping the revs "on cam" for power to pass, while at the same time making the most of the engine's broad torque curve. The heavy-duty transmission has proven itself a willing companion to V-8 power in Mustangs in both road and track environments, including the 2000 SVT Mustang Cobra R, 2004 SVT Mustang Cobra and the new race-winning Ford Racing Mustang FR500C.

Great power requires great control

The great Shelby Mustangs of the 1960s were anything but one-trick ponies. They earned their stripes on twisty roads and race tracks across America and Europe. The Shelby Cobra GT500 show car continues that legacy of all-around performance.

The GT500 starts with the solid 2005 Mustang underpinnings. The all-new Mustang's platform was designed from the beginning with performance derivatives in mind, providing an exceptionally rigid, well-engineered starting point for SVT chassis engineers.

Using real-world experience gained during more than 12 years of building great-handling SVT Mustang Cobras, SVT engineers retune and upgrade key chassis components. Improvements such as revised shocks, spring rates and upgraded stabilizer bars help the GT500 stop and turn with the same authority as it goes.

The cast-iron-block, four-valve engine is force-fed an air-and-fuel mixture via a screw-type supercharger at 8.5 pounds per square inch of boost. Aluminum cylinder heads, piston rings and bearings sourced from the Ford GT program bring a high level of proven durability to the drivetrain, while upgraded cooling components promise longevity. "Powered by SVT" camshaft covers are the finishing touch to the engine.

"This version of the 5.4-liter V-8 has a higher horsepower rating than any other factory Mustang in history," says Jay O'Connell, SVT chief vehicle engineer. "It really delivers on the essence of two great names in Ford performance - a mix of SVT's modern-day experience with supercharging and the Shelby GT500's heritage of big-block power."



# 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.*

**2005 SAAC Northwest Officers**

President:	Dave Lennartz	(503) 869-8137
Vice-President:	Ken Walker	(503) 632-4714
Secretary:	Paul Blanchard	(503) 657-9273
Treasurer:	Ann Clack	(503) 656-3891
SAAC National Rep.:	Fred Gehring	(503) 657-5595
Newsletter Editor:	Brent Soo Hoo	(503) 323-5826
Webmaster	Tim Grubb	(360) 518-1447
Open Track Steward	Brent Passmore	(360) 636-7885
Open Track Steward	Brian Bogdon	(360) 425-4017
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 2004? Top 3 favorites?

What non-club events/tours did you participate in during 2004? Top 3 favorites?

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

Would you like to get only an emailed electronic copy of the newsletter (.PDF format)?

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**

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Phone: \_\_\_\_\_

**Mail to:**  
**SAACNW**  
**Attn: Dave's General Store**  
**P.O. Box 242**  
**Oregon City, OR 97045**

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Phone: \_\_\_\_\_

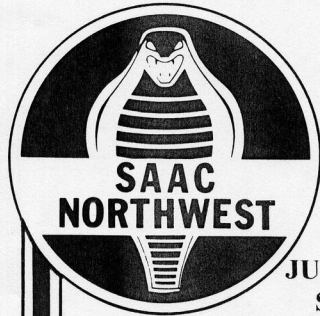
**Mail to:**  
**SAACNW**  
**Attn: Dave's General Store**  
**P.O. Box 242**  
**Oregon City, OR 97045**

Quantity	Item	Price
<b>Sub Total:</b>		
<b>Shipping:</b>	<b>Add \$3.85 per item or pick up at next monthly meeting</b> <input type="checkbox"/> check here	
<b>Grand Total:</b>		

Quantity	Item	Price
<b>Sub Total:</b>		
<b>Shipping:</b>	<b>Add \$3.85 per item or pick up at next monthly meeting</b> <input type="checkbox"/> check here	
<b>Grand Total:</b>		

**Be sure to enclose your check. Make sure your shipping charges are calculated correctly.**

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## SAAC NORTHWEST REGION

SAVE THE DATES!

JULY 8<sup>TH</sup>, 9<sup>TH</sup>, & 10<sup>TH</sup>, 2005 HISTORIC RACES  
SHELBY MUSTANG'S 40<sup>TH</sup> ANNIVERSARY  
AT PORTLAND INTERNATIONAL RACEWAY

**TICKETS/PARKING PASSES:** Your fee of \$42.00 in advance will include three-day admission for driver & guest, 1 car corral pass, and dash plaque. All passes and tickets must be ordered from the clubs; no corral passes will be distributed on site. Ticket order deadline is May 24<sup>th</sup>, 2005. (The Tuesday before Memorial Day weekend.)

**CORRAL ASSIGNMENTS:** All corral assignments will be in the infield again this year North of the Goodyear Bridge. Cars must be in place no later than 10:00 A.M., and are asked to stay until at least 4:00 P.M. on Saturday and Sunday. Track crossing will be done in between run sessions. (Approximately every 20 minutes at start-finish line.)

**AUTOCROSS:** The autocross is back this year. We have asked the promoters to extend a second trophy class for older, non-power steering vehicles-possibly 1973 and older. The same deal as last year, no charge for the event, but are asking a \$5.00 donation to the Children's Cancer Fund. They raised over \$1200.00 for this charity last year.

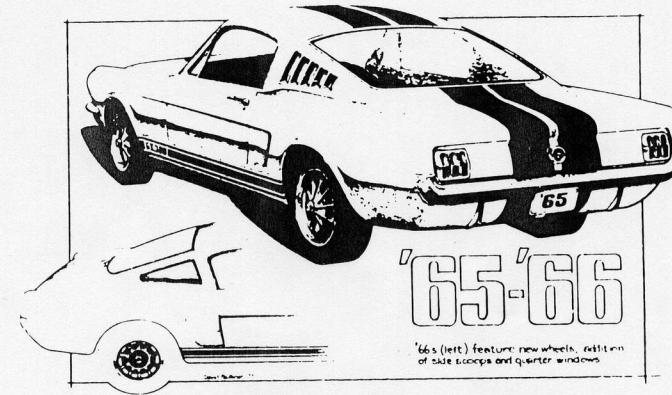
I look forward to seeing *Shelby American* back in the spotlight.

Your Club Corral Chairperson, Gayle Gehring

BOSS MUSTANG ■ COUGAR ■ CYCLONE ■ TALLADEGA

FAIRLANE ■ GALAXIE ■ TORINO ■ RANGERO ■ MUSTANG GT

COBRA ■ SHELBY ■ TIGER ■ FORD G.T. ■ PANTERA



## SHELBY MUSTANG 40<sup>th</sup> GT350 "R" Model Anniversary Club Ticket Package

ADMISSION	GUESTS
Three day admission for entrant & guest plus corral pass @ \$42.00	Unlimited guest tickets available
Total: \$	Sat. @ \$25.00
	Sun. @ \$25.00
	Total: \$

Members Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Car that you will be bringing to the Club Corral: Year: \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Color: \_\_\_\_\_

**Deadline to submit this form & Payment is May 24<sup>th</sup>, 2005**

Please return this form with check payable to SAAC N.W. to:

Fred & Gayle Re: Historic Tickets

414 South High Street

Oregon City, Oregon 97045

Tel: 503-657-5595 / Email: [fredangayle@earthlink.net](mailto:fredangayle@earthlink.net)