



This Month  
 August 2006  
 - Argentinian Mustang  
 - Untouchables Car Show  
 - Aldridge Interview, pt. 3  
 Next Meeting:  
 Sunday Aug. 20, 6:00pm  
 Denny's  
 (Wilsonville)

Ownership not essential, Enthusiasm is!!



**NORTHWEST HUNTER**

**TRACK  
 DAY IS  
 WED.  
 SEPT 27**



If you spotted this in  
 a car lot, what  
 would you think???



**IN  
 ARGENTINA**

**WILD GAME AND WILD STANGS**

For information about

## SAAC NW

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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/>



Hi everyone,

We've made it to August! We had a short notice roadtrip to Sequim, WA to visit Allen Grant's shop. As luck would have it, the famed designer of the Shelby Daytona Coupe, Peter Brock was also to be in attendance. How often do you get to see these two Shelby American legends and a couple Superformance Daytona Coupes and a real McClusky Daytona Coupe? The WASAAC group invited us up and set up the meeting points. The Clacks and I met up early on Sat. morning to get to the Tacoma meeting point with WASAAC. It was a blast to drive down the highway with a bunch of Cobras and Shelby Mustangs, the Capri kept right up.

Once again the club radios did us right, as we got separated at a couple points with such a long caravan of cars. We ran into a bunch of SAACNW club members at Allen Grant's. Autographs were given by Allen and Peter. Peter gave a talk about the differences between the original Shelby Daytona Coupes and the Superformance Daytona Coupes. We got it on video and it will be put onto DVD available for checkout from the Club Historical Archives.

Track day is right around the corner. Sign up.

Brent

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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) 625-1787

**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

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**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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## ***Denny Aldridge Interview (Part 3) - cont. from p. 17***

and swing the bar out of the way so you could get in and out of the car. That was one of the things of why I got "Best Engineered Car." I had my own fuel system and honed my own carburetor and air scoop system. I built all that for the car. I'd just give them the ideas and let them run with some of this stuff. We used a Boeing bomber 24-volt fuel pump that we used in Herschel's car. By changing some of the roaders and stuff in it, I was developing an electric oil pump for the car, which would be like a dry cell. This was for the Mazda. I was developing all that when NHRA pulled the plug on the class and that's when he sold the car to some people in Puerto Rico.

### **Why did they pull the plug on the class?**

Because of him. It was just so successful and it was so fast. They got wind of the thing that it would run .75 under the index and the other cars couldn't.

### **When you say ".75 under the index," what does that mean in seconds? Three quarters of a second?**

We knew the car could go 11.40, like I said. So the class record or the class index was like 12.20. Say there was a Corvette in the other lane and his index was a 9.50, he'd get to leave three seconds sooner than the guy in the other lane. The problem was, again, shutting it off early enough to where we'd coast through because we had everybody covered. It was like taking candy away from a baby. It wasn't pretty. So do you understand? So 12.20 was the index...

### **You could run 11.40s...**

We could run 11.40s or...

### **So that's like three quarters of a second.**

Right.

### **.75 seconds.**

The guys that had a 9.50 index could maybe only run a 9.20 so they could only run three-tenths under their index but we could run .75 under the index. It was just a no brainer. NHRA finally caught on because, like I said, we'd have to put a guy at the thousand-foot mark...

## ***Denny Aldridge Interview (Final Part 4) - cont. next issue***

## **July Meeting Minutes**



SAAC N.W. MEETING MINUTES, JULY 16, 2006

**PRESIDENT'S REPORT:** President Dave Lennartz brought the meeting to order at 6:35 P.M. (We had somewhat of a late start due to just getting back from the Forest Grove Concours that ended at 4:30 P.M.) It has been a busy month with the Portland Historics, our July 10<sup>th</sup> track day, and the Forest Grove Concours. Because of the length of the minutes published in the newsletter, Dave asked if we could dispense with the reading and inquire if anyone had any corrections as printed? Minutes stand approved as printed in the July newsletter.

**VICE PRESIDENT'S REPORT:** Jack Greene gave a run down on the Forest Grove Concours awards; Randy McEvers came in 4<sup>th</sup> with his 70 GT350 (no trophy is given for that place), Bob Parker with his 64 Cobra in 3<sup>rd</sup>, Gary Jacobs with his 67 GT500 in 2<sup>nd</sup>, and in 1<sup>st</sup> place, David Wahl with his 66 GT350. The Jacobs, Gary and Judy signed up for membership with the club at the event. Welcome! Other Shows that were mentioned, were Sherwood-Randy McEvers 2<sup>nd</sup> place 70-79 class, and Brian Martin 1<sup>st</sup> place 68 class. Rose Festival-Randy McEvers 1<sup>st</sup> place 70-79 Ford Only, and Brian Martin 1<sup>st</sup> place Best Ford Muscle. Balloon Fest - Randy McEvers 1<sup>st</sup> place - 70-79 class. Jack Greene's '67 GT350 appears in the latest issue of *Hemmings Muscle Machines* under the top twelve muscle car legends article. Copies can still be found on the stand at Barnes and Noble Bookstores. Our next paid appearance is at Vic's Auto Center in Lake Oswego, Oregon (directions are in the July newsletter.)

**SECRETARY'S REPORT:** Paul was not in attendance because of a work schedule conflict. Gayle Gehring is substituting for him tonight.

**TREASURER'S REPORT:** Not all bills are in on our track day; Gayle will have a more complete report next month when there has been time for all the "dust to settle" around this event. So far, it looks like we are well in the black.

**NATIONAL REP'S. REPORT:** Dan Jones said the convention in Danville, Virginia was very HOT! Howard Pardee is compiling a database on raced Shelys that were never reported. He would appreciate any info or pictures. Rick Kopec is doing the same for the Cobras.

There are some concerns about what would become of the National Club if something happened to the three main directors. They are sitting on a tremendous amount of

### **July Meeting Minutes, cont. from p.3**

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valuable information. Ken Eber is working on this problem. There were no 'head quarters Hotel' so everything was scattered around. The conference center where the banquet was held only was able to serve 570 meals. Needless to say tickets were scarce. Next years convention is going to be in Utah, and the Miller Motor Sports Park will host the open track events. The Shelby Children's Foundation seems to be giving most of the funds to the kids. The Donkey Fund was set up to help ex Shelby Employees with expenses to conventions and reunions. They just donated a \$1000.00 to the family of an ex employee who passed away.

NEWSLETTER EDITOR REPORT: Brent SooHoo asked if anyone had any photos of the Historic Car Corral.

TRACK STEWARD'S REPORT: Brian Bogdon said we had 89 drivers at the July 10<sup>th</sup> event. The track bill is going to reflect an extra expense for two new guardrails and the labor to replace them as a result of a crash. He did say there is a good chance of recouping this cost from the driver that caused the damage. We did have a few problems – had to black flag and end one driver's day for over aggressive driving. Tech inspection went okay, but would have been better if people had stayed in their proper lanes. In another incident, a car lost its engine. There were no injuries associated with any of these incidents. We need to replace the oil dry. Because the turn working flags were removed from the trailer, and forgotten to be put back, the Porsche Club loaned their flags to our use. A motion was made to donate \$100.00 to that club. Motion was seconded and passed. Dave Riker, manager of Speeds Towing, brought a large flat bed tow truck to the track day free gratis. A total of \$315.00 was taken in at lunchtime by giving rides for donations for the Carroll Shelby Children's Foundation.

M.H.R.C. REP. REPORT: Ray Clack was not in attendance at tonight's meeting because of the Mount Hood Mustangs and Fords Hill Top Cruise in Oregon City this same day.

OLD BUSINESS: Brent SooHoo reported that he had attended the North Portland Noise Reduction Committee meeting and there were approximately 40 people in attendance. Sam Adams, city commissioner stated that there were worse sources of noise than the racetrack. It is the same "Portland eight" that want the track to go away. We need to have as many people as possible at these meetings to support the track. Meetings are held at the Old Kenton Firehouse located in North Portland. Meetings are not scheduled on a regular basis.

I think the fastest the car went was 11.44. That's fast for 70 cubic inches and only 270 horsepower. We were racing against guys that were 600 or 700 horsepower pro stock engines.

### **This is a car with no supercharger or anything like that?**

Oh no. I hand built the intake manifold, hand built all the headers, built the carburetor, did some internal stuff to the engine but the success of why it ran so good was the intake manifold and the porting. On a Mazda motor, when you elongate the intake port or the exhaust port, you're actually changing the camshaft because it changes the amount of overlap the thing has by raising the port up or lowering the port, it's just like making a major change in the camshaft in a regular-style engine. So we tried a lot of different stuff on those. That motor wasn't unheard of to go 12 or 13000 RPM on the starting line and then you just sidestep the clutch. The car would pick the wheels about a foot and carry them through first, second, and third gear. I have pictures of all this stuff. I sure wish we have had motion pictures of all that stuff back then. It was one of those deals where those guys paid me development work on the intake manifold. On the intake manifolds, I told them that I would keep the development work up on the thing. Each time I developed a manifold, they'd have to pay me 1200 or 1500 bucks for the manifold but they didn't have to pay for it. If I built it, I built it on my own, paid all the money for all the materials and labor that I was doing and then if it didn't go out and go faster, then they didn't have to pay for it. We just scrapped it. But every manifold that I built over a period of a year or so, I would learn more about the motor. Every manifold I built would either pick up a tenth or two-tenths and one or two miles an hour.

### **So did you have to go and watch the car?**

Every run that it made, I was there. I built the chassis so I had to tune the chassis for them. I did all the clutch stuff. I had to teach them all about clutch stuff - about air gap in the clutch and how to shift and when to shift the car and how to adjust the shocks. We had the best Koni coilover shocks on the car. Also, (not to keep patting myself on the back) that car won "Best Engineered Car" at a lot of the races. Same thing, I imagine, with Herschel. It wasn't unheard of to come to the return road and get beer bottles and stuff thrown at ya because the car won so much. The people loved it to start with but it won every stinkin' race and people hated it after a while. That car was eventually sold and went to Puerto Rico and I think it's still racing as we speak.

### **There are pretty popular racing import things in Puerto Rico.**

It was the first car with NHRA's blessings that had a removable sidebar. I did it differently than anybody else so that it kept the strength in the chassis but would have a swingout bar so that when you open up the driver's door, you can easily reach over and take a pushpull pin out of it

***Denny Aldridge Interview (Part 3) - cont. from p. 161*** 7

## ***Denny Aldridge Interview (Part 3) - cont. from p. 13***

thousand-foot mark to make sure that we shut the Samurai Warrior off early enough to where we didn't run too fast. During all of our testing, we'd go out and rent PIR and know how fast the car went. At that time, it was called an index system. Everybody was running about two or three or four-tenths under their index. That was phenomenal! With the Samurai Warrior, we were able to run .75 under the index. But we didn't tell anybody. We had to sandbag and a lot of people didn't like that. I even got threats from some of the other racers not to do any more engineering or any more development work on the car.

### **Why didn't you just go to a different index?**

No. This was a C modified compact. That's the only class that it would fit. So we were .75 under the index and the other racers that were racing were only three or four-tenths under the index. So that's why that car won like seven or nine national races. That car won a lot of money. I developed the whole car. I built that car from bumper to bumper. Everything on that car, I built except some of the internal stuff on the engine. But I was also instrumental in building some of what they call "the Apex seals," some of the oil pumps and pressure stuff inside the motor and, of course, we ran aluminum wheel and all the stuff. That car ran a 7.17 gear with a 3.25 low gear and a Doug Nash. Again, 1.46 in 60 feet was unheard of out of a 70 cubic-inch motor. It was the only modified production class. We raced every Chevrolet Corvette, every big national person (even Jack Roush and this Coal Digger car) and beat'em. It was a thrill standing there, beating Jack Roush. That's another part of that thing in my life of things that I'll never forget.

### **What car was he running?**

He ran a Fairmont with this Boss 302 in it. Jack sponsored the car or did the engine work in it and at that time, he had kind of bailed out of Pro Stock and was doing his engine development then back in Detroit.

### **So the coal Digger had a Roush motor in it?**

Oh yeah. It was the most high-tech car around in modified production class. Besides his car, it was the Samurai Warrior. In most of the races that he raced against him, we won most of the time. The only reason that we would ever lose with that car is if the driver, Terry Horde, would mis-judge where he was at because we'd have to shut the car off at the thousand-foot mark and coast through the finish line to make sure that we didn't run too fast. Because if you ran more than five under the index, they would dock you and lower the index on the car. So unfortunately, we had to sandbag. That was just part of racing. Other guys were doing it too. There were guys that had to do it and that's just the way it was. It was an unusual style of racing for me because all I wanted to do was just go flat out.

### **So what would it have run if it was going flat out?**

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NEWBUSINESS: Jack Greene reported JOPA's Restaurant, the site of our year-end banquet, is requiring \$750.00 minimum food and drink purchase. Gayle Gehring will sign the contract and send in the deposit check this coming week. A vote was taken on whether to have our own drink server or bartender at an extra charge – no vote on both items. It has not been decided if we will have any subsidy on the members' meals as we have in the past. The meal will consist of Salmon, Steak, potatoes, vegetable, bread, and desert. Total price of the meal will be \$20.00 per person. Several other dates on the calendar were discussed. It was decided that there was not enough interest in doing the Ice Cream Cruise. The all Ford Picnic is on Sunday, August 13<sup>th</sup> at Champoeg Park, the Cruise the Gorge in the Dalles, Oregon is Saturday, August 12<sup>th</sup>, and the Kalama Car Show in Kalama, Washington on Sunday, August 20<sup>th</sup>. If you are interested in that show, meet at the Oak Tree Restaurant just off of the Woodland, Washington exit North Bound I5 at 8 A.M. and will leave around 8:30 A.M. There is an entrance fee for this show. We will tour in as a group.

Jack Greene asked how club members felt about the 'paid appearances' for the club? Do we need to continue this practice? Input was that we have recruited new members, made good contact with the public, and have had a lot of fun doing these shows.

Fred Gehring mentioned that we have not had an executive board meeting this year, and he would like to see one scheduled. There were no raffles this evening.

President, Dave Lennartz at 9:10 P.M, adjourned the Meeting.

Respectfully Submitted,

Gayle Gehring, Treasurer (Substituting for Paul Blanchard)

# Northwest Hunter – Wild Game and Wild Stangs in Argentina *by Rick Young*



Since the summer of 1974 when I bought my first Mustang and in 1977 when I bought my first and only Shelby, I have always kept an eye out for the sleeper deal. As the years have past, we all know that searching for a sleeper Shelby is just a hobby and not reality.

In mid June 2006 I took a trip to Buenos Aires, Argentina to host/produce some hunting shows for Wild Outdoor Adventures TV series. We were in search of Red Stag, Black Buck, Pheasant, Hare, Ducks and Geese. We traveled through two different provinces visiting four different hunt locations. The Country was going wild with Argentina's soccer team in the final eight of the World Cup Soccer Tournament. The World Cup is held every four years and is the most popular sport in the World. Spanish is the main language in the Country and many people are descendents of Germany, France and Spain. One very small town we visited (OK, we were lost and stopped for directions) was 100% German descendants, and I was told they were primarily Hitler's people looking for a place to hide after the war. I should also tell you that our cameraman was from Argentina and his English was only as good as our Spanish, slim to poor! Traveling roads in a rental car for over 1000 miles with road signs non-existent, it was comforting to have an Argentina citizen with us.

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During my travels I have always kept one eye open for any remaining old Mustangs, you know a super deal or steal. Just for you trivia buffs, Buenos Aires has the widest street of any city in

## SAACNW 2006 Events Calendar

SAAC NW Event Calendar for 2006 (A starting point, more events to be added as we go - editor)

| Date(s)      | Event  | Participation Level— |            |
|--------------|--|----------------------|------------|
|              |  | Club                 | Individual |
| 8/9-12/06    | Cruise the Gorge(The Dalles, OR)             |                      | X          |
| 8/13/06      | All Ford Picnic (Champoeg Park, OR)          |                      | X          |
| 8/20/06      | Untouchables Car Show (Kalama, WA)           |                      | X          |
| 8/26/06      | LeMay Museum Tour (Tacoma, WA)               |                      | X          |
| 8/2006?      | SAACNW Ice Cream Cruise (Aloha, OR)          | X?                   |            |
| 9/4/06       | British Field Meet (PIR Portland, OR)        |                      | X          |
| 9/9/06       | High Desert Swap Meet (Bend, OR)             |                      | X          |
| 9/17/06      | Mustang Wranglers Show (Forest Grove, OR)    |                      | X          |
| 9/16-17/06   | Pony's in the Sun (Yakima, WA)               |                      | X          |
| 9/27/06      | SAACNW Open Track Day #2 (PIR Portland, OR)  | X                    |            |
| 9/29-10/1/06 | Maryhill Loops Hillclimb/Show (Maryhill, WA) |                      | X          |
| 10/2006?     | Covered Bridge Tour (Willamette Valley, OR)  |                      | X?         |
| 10/2006      | Wild Horse Casino Mustang Show (???, OR?)    |                      | X          |
| 12/16/2006   | SAACNW Holiday Banquet (TBA, OR)             | X                    |            |

**TRACK DAY IS WED. SEPT. 27**  
**Track pack and details on the website.**

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

# Untouchables Car Show and Meeting

## August 20, 2006

**Sunday the 20th** The Untouchables Car club is having a car show at Kalama, WA. This is an annual event. Kalama has shops of all types including Antique Shops. Most of down Town Kalama is open and the Car Show is right down the middle of Town!

I have suggested that because it is a **club meeting day also**, this could make for a fun drive and car show. Flyers have been past out at the meetings for the car show. Here is the plan for getting the Shelby Club together for the show and a drive down to the club meeting.

Head north on **I5** to **Woodland, WA**. This is **Exit 21**. That means it is 21 miles from the (Washington/Oregon border) I5 Bridge. Set your **speed** (please keep it under 100mph) to meet at **Woodland 8am**. Meet at the **Chevron** (Jack will need more fuel) and the **Oak Tree Restaurant** (option have breakfast at the Oak Tree 7am). Food & Fuel! At **8:20 we will fire up the engines** and head north to **Kalama!** This will be **Exit 30**(yep, 10 more miles). Here is a web site for the city of Kalama: [www.cityofkalama.com/](http://www.cityofkalama.com/) . We will drive in together as a group and park as a group. Have your registration money ready (**\$10**); you will get a Dash Plaque and goody bag. Show hours 9am to 4pm. Enjoy the day! Hey you fisherman.....bring your pole and bait. Park your car and do some fishing on the Columbia! Girls, bring your own rig and do some shopping at the unique antique shops! So have a fun day at Kalama!

The Awards start at 3pm. I was thinking of leaving at this time. But we could wait if a member is going to be a part of the **Parade of Winners**. They let you know if you win and you will drive your car to get your award!!

So, we can leave when we are ready. Should be cool to have a group of member's cars together heading down I5 to the meeting! This is all optional, come and go as you please!

**All are welcome to come!**

**Questions 360 425 4017 (Brian)**

**Brian Bogdon**  
SAAC NW

the world and with 14 million people they need it! I tried to count the lanes and I think it was 16 lanes wide. I noticed the speed limit of the right-hand lane at 60 kilometers and each lane to the left of that increased the speed limit by 10k until you are all the way over in the left lane at 130K. This is not a freeway, but a regular Avenue, which even includes several tolls along the way. They all drive like madmen down there, as the rule of courtesy to other drivers does not exist. However, nobody gets mad or flips the solo finger, it's simply every driver for himself and there are no rules except throttle down... This is not a place for old folks to drive, as your reaction time for the driver must be instantaneous. With bicyclists and pedestrians there are no worries! Unlike here in the States, they do not have the right-of-way and caution is their first thought when crossing a road. Cattle and horses are seen grazing down the shoulder of the road and the risk of hitting one is big. In fact I witnessed a horse getting hit on the shoulder and landing on the far side of the road dead! (I hope the word "dead" did not offend you, remember I am a professional hunter and these things slip out from time to time.)



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As I headed to the airport in Buenos Aries for a return flight to Portland, I spotted the hood of a car that most definitely resembled a 65/66 Mustang hiding in the back of a car lot. Already late for my flight (normal) with no time to stop - Oh so painful, I asked, no I insisted, that my co-host and friend, Cliff Tulpa, who was staying for another week, return to the car lot and find out what he could on the car. Cliff is a junky for speed and he too was interested in checking out the car. While in route to the States I reminisced on the hunts of the last two weeks and the beautiful lodges we stayed in. Some lodges as old as 1908 with 12'-foot ceilings and 9' doors. I enjoyed the design and décor of all the locations with antique furniture and several burning fireplaces. Eucalyptus is a very hard wood that seems to be plentiful and makes for a peaceful

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**Northwest Hunter – Wild Game and Wild Stangs in Argentina –cont. from p. 6**

## Northwest Hunter – Wild Game and Wild Stangs in Argentina –cont. from p. 7

fire to sit and enjoy while conversing with other hunters from around the World. One of the lodges we visited, La Sistina, was on a private Island built by a wealthy lady from England several years ago. We boated out from the mainland in an open boat with high winds and large waves. Taking comfort with our safe landing and the greeting of friendly faces we quickly unpacked our gear and settled ourselves for another delicious dinner. From there we enjoyed a warm open fire and several glasses of wine as we prepared for the following day's hunt. Wake up Rick, you're back home in Portland OR.!



Okay Okay Fast-forward- Cliff emails me that the car I spotted is a 1965 Cobra and to respond if I want more information. Does a bear \$hit in the woods? Yes, I want/need more information so I instruct Cliff to go back to the car lot and call me as I will have many questions. The car dealer referred to the car as a Cobra not a Shelby, which threw up the first flag. Cliff returned to the car lot and called me. Luck would have it that the lot was closed with another soccer game on TV. No worries Cliff, I say, open up the hood and let us do some undercover work! The asking price was \$35,000US and the car included a Rally Pac with 8K Tach, Cobra wooden steering wheel, Cobra air cleaner, Cobra valve covers, fiberglass hood, side scoop, hood scoop, 200mph speedometer and more. I asked what about the rear-end in the car? Cliff looks under the car and says it big? How big I wonder! Eventually I get him to rub for serial numbers on both sides of the upper inner fender well, and after referring to the Shelby book I find the car was nothing more than a 289 4 barrel fastback mustang built in New Jersey, this looks like an interesting car but for that price it will stay in Argentina. If anyone asks me how my hunt went in Argentina, I tell them, we had a great trip and were very successful with the TV show, but the real hunt continues. The next trip is in Peru for Jaguar and I doubt we will see a Shelby there but one never knows? Ciao. Rick Young- Producer Wild Outdoor Adventures TV - ryoung@woatv.com

valve motor but because the Fords made so much more horsepower, they docked us and we had to carry more weight. And Jack, of course, didn't go ballistic, but he wasn't real happy with the fact that they were going to fine the Ford, so to speak, for having so much horsepower that they had to carry more weight. After the meeting, he said, "What do you think of that?" I said, "Well, there really isn't much I can say." NHRA's in control and that was a big thing with me. I couldn't understand why that was. One of the determining factors was because of Jack and his success with horsepower making and Bob Glidden and those were the two Ford guys back then that were doing it. And all of a sudden, the Hemis took over and big inch mountain motors took over and then Glidden was the one who was really successful at the Fords.

**Well Jack? Didn't he get out of it? I heard he's back in drag racing now, but he kind of got out of it, right?**

Well yeah. It was years later that he kind of got out of it. He sponsored and set up his engine shop and did a lot more. There was a gentleman (I can't think of his name right now) that had what was called the "Coal Digger." He ran a Fairmont with a very highly modified Boss 302 motor in it. Even had plates on the bottom of the engine to extend the stroke in the motor so it was like a 370 or 380 cubic inch Boss 302. I think it even had head plates on it where he actually bolted these steel plates to the top of the deck so he could run more stroke and run a longer rod. A pretty exotic motor. The guy owned all the coal mines back east and supplied four or five helicopters to NHRA for safety reasons. Jack told me this guy had spent \$30,000 in Dyno time in one month developing this Boss 302 motor.

**And that was a lot of money in the 70s.**

Oh Jesus! That's when I was doing double duties at the drag strip of running our own team and also developing and running the Samurai Warrior team of Terry Horde and Gary Parham. That car was a brand new RX3.

**Mazda RX3.**

That car was dropped off at my shop and in two to three months, had a complete roll cage, Dana 60 with a 7.17 gear, Doug Nash five-speed, bolted to a Ford belt housing that I built all the adapters to put a Ford clutch pressure plate and flywheel on the back of the Mazda 70 cubic inch motor and made 270 horsepower. That car ran a 1.46 sec. in 60 feet and then 11.40's in 1/4 mile. The reason I mentioned the Coal Digger is because at Seattle International Race way, I have pictures of Jack and I standing on the starting line and we actually had to put guys at the

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**Denny Aldridge Interview (Part 3) - cont. from p. 121 3**

## ***Denny Aldridge Interview (Part 3) - cont. from p. 11***

There's that part of your life...like right now, I love watching history, mechanical things, and the Discovery Channel. I just can't get enough of it. My brain won't absorb enough.

The drag racing was probably the biggest thing, as an engineering part of learning about valve springs, valves, RPM, piston wait, crank wait, and what all that did for you.

The other person that inspired me not to give up and to be successful was Jack Roush. It so happened that my return to Ontario Motor Speedway was probably two or three years after that when we went into drag racing. I want to say about 1974. We ended up down there and Jack kind of took me under his wing and came over to the car and asked who had built all this stuff on the car. And, of course, I had built 99 percent of the car and he was quite impressed. We had gone down there and qualified. During and after qualifying, they were pitted right along side us and there were things that came up about NHRA was gonna have a meeting and Wayne Gapp and Jack Roush were invited to this thing. That's when they had the Tijuana Taxi. That was a four-door Maverick. I remember them going out and we'd qualified at 9.05 or 9.08 and they were one of the first people in the eights. They'd run like an 8.86 or an 8.96, which was just fast back then!

### **This is in pro stock?**

This is in pro stock, right. I remember them coming in and there was kind of a traffic jam in the pits and Wayne Gapp was driving the thing and he had to shut it off and Jack motioned for me to come over and help him so I ran over and helped push the car. Ontario Motor Speedway had individual garages, which was the ultimate racing facility of its time. So I helped push it into one of the garages there. They were pitted and I turned around and started to walk off after I pushed it in. Jack motioned for me to come back. He says, "Come here!" I said, "What?" He said, "Just stay in here." And I walked up to him and Wayne Gapp and we were standing there and, all of a sudden, this guy comes in from NHRA. Can't think of his name right now but he was the head of NHRA and second in command to Wally Parks. And he reached over and closed the garage door and here was Wayne Gapp, and Jack Roush and myself and this guy from NHRA. Jack says, "Listen." This guy from NHRA wanted to know who I was and he introduced me. He said, "Well why is he here?" He said, "Because he's another Ford racer and he needs to hear this." What they were doing is they were docking the Fords because they had so much horsepower. Even though we only ran a 340-inch motor or some were 353 cubic inches, we had to weigh 2400-2500 Lbs. but a 427 Chevrolet Camaro got to weigh 2200-2300 Lbs. So they were 100-150 Lbs. lighter than us. It was still a (inaudible word at 40:39) and

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## ***Denny Aldridge Interview (Part 3) - by Brent Soo Hoo, transcription by Mary Ann Topolewski***

was gonna happen. We could go home empty-handed. Mike and I didn't like that because we made 25 percent of what the car made. We didn't get a salary or an hourly wage. Only if the car won, did we get paid. That was one of the other success things that, I think, Hershhal thought it was better to do that because it gave us more incentive to make the car finish. And it did. I think he was right.

### **So what kind of money did you make?**

25 percent of what the car made and Mike and I split that.

### **So what would the winnings be for a weekend?**

The car would win three or four thousand dollars and so we'd get 25 percent of that. That was a lot of money back then. The biggest race was a Grand National tour. It was four races. One in Seattle, two of them in Canada and one of them in Monroe Washington. That was the biggest race in the northwest that they had. It was a \$10,000 win. Plus I don't know that, back then, there was any contingency, but I think Goodyear gave money to Hershhal. I remember that was one of the races that they flew Bobby Alison in to race against us was at the Seattle International Raceway. Not only did we break the track record, but we won the race.

### **That was on a road course.**

That was road course. We came out of a circle track race up in Canada, drove back on a ferry, got on the ferry, drove back across the bay up there and got back into Seattle International Raceway, got there at 6 or 7:00 in the morning. Would go in, unload the car, put it up on four jack stands and completely disassemble the car. New brakes, different rear end, different A-arms, upper and lower A-arms, changing the caster and camber, different spindles for changing the toe steering in the car, and realigning the front end. We had a slide toe gage that we had built. You couldn't tip it over and have it line up, you had to do it there and it had to be right on the money. Otherwise it would eat the tires up on the car. So go from a left-hand-turn-only circle-track car to an all out road course race the next day within 24 hours and then go out and break the track record and win the race. That was somethin'! A lot of times, we'd have to change motors. A different motor might have a different camshaft in it that had different torque to the engine, of course, coming off the corner. Everything had to be changed. Sway bars, brakes, tires, everything! You'd have to change the fuel tank over for different pickup in the fuel tank. The breathers on the fuel tanks had to be changed over. It was pretty high-tech for the 70s.

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## ***Denny Aldridge Interview (Part 3) - cont. from p. 9***

### **So what about races at Ontario and Riverside?**

I only went to a couple at riverside and, of course, that was at Ontario. We went down to Ontario because we were invited down by Goodyear to do testing, which was the thrill of my life, and probably something I'll never forget. There was this brand new racing facility where we were invited down to do tire testing. We had the tire engineers there and I had never ever seen what they call a tire pyrometer. We were given instructions (Mike and I) to tell Hershhal to go out and make 25 laps and the car would come in. He wasn't to slide the tires, he was to come in and stop and then the four engineers would go over and actually test the tire temperature. They had a center tire and about an inch in from each side of the tire that would tell you how the caster and camber and the toe-in/toe-out was doing on it. I remember one of the engineers from England came over and Mike and I were talking about quitting and going into drag racing. He wanted to know who set up the front end on the car and I said, well, Mike and I had. He said, "whatever you guys are doing right, you've got the best pyrometer readings of anybody here for equal temperature across the tire."

### **Who else was testing?**

AJ Foyt and Dan Gurney. We were the only stock car there that was invited down as a NASCAR car. They had the Indy cars and Mario Andretti was there... I was in awe. I was just awe-struck of "Here's this kid from Portland Oregon, down there in the middle of all these guys." I often asked myself "what am I doing here?" Mike and I got to walk underneath the tunnel that lead you from the grandstand into the end field. They actually had drains in the middle of the track and you could walk underneath there and we did when Andretti was out testing. He was going 220 miles an hour. I'll never forget it because this car was coming at you at 220 miles an hour and you couldn't even hear it until the car's exhaust got from one side of your ear to the other side of the ear if you were facing the track. It was this huge explosion of sound as the car went by you. It was overbearing! It was just unbelievable! So Mike and I walked underneath the track as Mario was qualifying. Here, you could reach up and there was a six or eight foot ceiling and here was this grate. He'd go over the top of you at 220 miles an hour. It was just unbelievable. This was a closed session.

### **No media?**

No media and it was a closed thing to where only certain people got invited. Again, I was in awe. It was an experience that I'll never forget the rest of my life. What was interesting too, is that the Goodyear tire guy asked us who did the front end work on the car and Mike said that

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we had. He said, "Well, if you guys ever go into drag racing, you get a hold of me here's my card. If you guys ever need anything, you just give me a call." Never did. But it was interesting that he made that offer.

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### **What was he gonna offer you? Special tires?**

Yeah. Special tires or anything that we needed for doing it. They paid us x amount of dollars for coming down. So Mike and I got paid and I'm trying to remember if we flew down and then Herschel picked us up from Ontario airport and we went. I think it was only two, three, or four miles away from the racetrack. It was different.

### **So this was all before Mike went away to Vietnam.**

No, I think this was after Mike got back from Vietnam. I think we quit in '69 or '70 and of course, we took the Hemi Roadrunner down to Ontario and raced it there against the big guys and I think we ended up losing an engine or something 200 miles into the race and we put our tail between our legs and went home. I think Mike got back from Vietnam in '68 or '69. In two years, we did a lot of stuff. Mike actually went to Germany first. And for some reason, he ended up in Vietnam. I really don't know the story of how that all happened. I remember he had called my mom and told her that he was leaving for Vietnam from Germany and I thought he was gonna come home first, but I don't think that he did. I don't remember him coming home. He knew that when the soldiers over there got back to the USA, they weren't very well received. He didn't understand that and I didn't either.

### **A different time.**

A different time, yeah. It was kinda different. I have letters and I also have pictures of Mike's helmet. I remember him getting shot at and having holes in his helmet. He would send pictures. I often thought that they might confiscate them or not let that kind of stuff out. It was different to see your brother standing there with a bunch of guys holding this helmet and his finger sticking out the hole in the helmet. He used to tell me about getting shot and the bullet going around inside the helmet.

All those Vietnam stories he told me and I just didn't believe it because I had never experienced anything like that. And then, 30 or 40 years later, you see on TV, all the stuff that happened over there. And it really **did** happen. Pretty gory stories...

Duck was probably the biggest (aside from my dad) person in my life that, I guess, maybe gave me incentive or I think at that time, I wanted to learn so much and I just couldn't get enough.

***Denny Aldridge Interview (Part 3) - cont. from p. 10***