



**THIS MONTH**  
**MAY 2007**

- ❑ Group II Notchbacks
- ❑ Club Minutes
- ❑ 1966 series T/A results
- ❑ SAAC NW Calendar

**NEXT MEETING:**  
**SUNDAY May 20, 2007**  
**Regular Monthly Meeting**  
**6:00pm @ Denny's Wilsonville**

**1966, the Beginning of Trans-Am Racing**

**BOSS 302,429 & 351 REUNION  
 AT PACIFIC RACEWAY IN  
 SEATTLE JUNE 29th - JULY  
 1st...**



**ALL BOSS CARS ARE WELCOME! PARNILLI JONES AND THE VINTAGE TRANS AM WILL BE RACING... IF YOU KNOW SOMEONE WITH A BOSS CAR PLEASE LET THEM KNOW ABOUT THIS EVENT!! CONTACT LARRY COCKERHAM @ 503-852-6311 OR [larry302@viclink.com](mailto:larry302@viclink.com) TICKETS ARE \$40.00 PER-PERSON & CAR FOR A 3 DAY PASS DEAD LINE IS JUNE 1st, 2007**



For information about SAAC NW  
Or activities, call any officer

**President**

Larry Cockerham  
503 852-6311

**Vice President**

Fred Gehring  
503 657-9273

**Secretary**

Paul Blanchard  
503 657-9273

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**Asst. MHRC Rep.**

Dan Jones  
503 659-6214

**Track Steward**

Dick Albrecht  
[Cathe708@concentric.com](mailto:Cathe708@concentric.com)

**Asst. Track Steward**

Ed Neiger

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/>



**Track Day 2007 is approaching!**

Track Packets are now available. Now is the time to sign up for the June 26th, 2007 track day.

Make your requests to the Track Day Steward, Richard Albrecht.

Preferred contact: Email  
[cathe708@concentric.net](mailto:cathe708@concentric.net)

or phone 503-492-3536  
cost \$160.00

make check (only) payable to SAAC  
N.W.

pre-registration only, registration closes  
June 19th.

Will not run in the rain so pre-  
registration funds returned if event does  
not happen.

Club President is responsible for the  
weather.

**"YOU CAN DO WHAT?"**

**Edward Neiger-** Professional certified welder. Mig, Tig & Stick. Aluminum, stainless and mild steel. No job to 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.

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

**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



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**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 vendors.

**Rose City Mustang LTD.**

Contact Bill Kubeck, 2335 NW Thurman, Portland, OR 97210 (503) 243-1938. 10% discount on all parts new and used excluding special order items.

**Tom Jones Motorcars**

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

**Hillyer's Mid-City Ford**

Contact: Dennis or Craig, 3000 Newberg, Hwy W, Woodburn, OR. (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 an parts. Also full machine shop.

**C&G Automotive, Inc.**

Contact: Gary Gressinger, 22015 Airport Rd., Aurora OR 97002. (503) 678-1115.

**R&S Classic Mustang Supply**

Contact: Ray Mason, 250 Queen SE, Albany OR. (541) 926-5383. 10% discount on parts & service.

July 6th, Friday thru Sunday (7-8-07) – The Baxter Auto Parts Portland Historic Races. Honored Marque Classic Porsche. For those who can't make the long distance trek to SAAC Nationals here's a local event to attend. Our traditional club corral will be maintained as it has been since 1978. Coordinator for ticket packages (Shelby Club Only) is Ken Walker. Contact Ken for more information at: 503-632-4714

July 12th, Thursday - Pacific Raceways, Kent, WA. Ride-n-Drive Open Track  
July 14th & 15th Mustang Roundup, Bellevue, WA. Contact: 425-359-0272

July 15th, Sunday General Meeting, Denny's Restaurant, Wilsonville, OR – 6PM

July 21st, Saturday – Lake Oswego Motor Car Shop Gathering – Tentative – In Planning Stage

July 28th, Saturday – All British Field Meet, Bellevue, WA. Honored Marque Sunbeam. Closed event for British built cars only. If you have a Sunbeam Tiger or other Ford powered British auto this may be an event to consider. Web-site for more info. : [www.abfm.com](http://www.abfm.com)

August 11th, Saturday thru Sunday (8-12-07) – Allen Grant Motor Sports Open House – Sequim, WA. Club tour and overnight stay – In Planning Stage

August 19th, Sunday General Meeting Denny's Restaurant, Wilsonville, OR – 6 PM

August 25th, Saturday - **(Club Event) Tour to the Coast - Poker Run and Picnic.**  
**A Dave Milligan Trophy Event** – In Planning Stage. Fred Gehring @ 503-657-5595

September 1st, Saturday thru Sunday (9-2-07) – All British Field Meet at PIR. Closed event for British built cars only – Info. : [www.abfm-pdx.com](http://www.abfm-pdx.com) Columbia River Classic Vintage Race on same weekend using PIR road course - Info. : [www.sovren.org](http://www.sovren.org)

September 8th, Saturday – High Desert Swap Meet – Redmond, OR. Contact: 541-548-4467  
September 9th, Sunday – All Mustang Clubs gathering and picnic – Bend, OR area – In Planning Stages. Possible SAACNW tour and Saturday overnighter to attend both events. Contact: Gary Kelley @ 541-382-0281

September 16th, Sunday General Meeting, Denny's Restaurant, Wilsonville, OR – 6PM

September 29th, Saturday thru Sunday (9-30-07) - Marryhill Loops Car Show (Sat.) and Hill Climb (Sun.), Goldendale, WA. Open Event for all makes. A Friday and Saturday overnighter is in planning stages. For those interested SAACNW people contact:

Fred Gehring @ 503-657-5595. Car Show info. : 800-573-3793

Hill Climb info. : [www.sovren.org](http://www.sovren.org)

## Minutes of the SAAC NW meeting 15 April 2007

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### President's Report

President Larry Cockerham brought the meeting to order at 6:15 P.M.

Larry wanted to take the opportunity to thank Fred and Gayle Gehring for getting the swap meet spaces at the Portland Swap Meet. Larry said that many of the members present at tonight's meeting helped at the swap meet, with that Larry turned the meeting over to Fred Gehring for his Vice Presidents report.

### Vice President's Report

Fred Gehring thanked all of the volunteers that helped at the Portland Swap Meet, Dan Jones, Bill Stevens, Larry Cockerham, Lynette Spohn, Bob Parker, Bob Ground here from Alaska now making his home in Klamath Falls, and our treasurer Ken Walker. Fred said that we are already registered for 2008, we have a good booth space with high foot traffic, many of the vendors that Fred talked to said that they did well. We gave a good presentation for membership in our club, met a lot of people in Portland that have Shelby Mustangs and other high performance Mustangs that we haven't heard from before. Several new members have chosen to join us, a job well done for all of the SAAC NW crew at the Portland Swap Meet!

Fred wanted to touch on the planning meeting for our club calendar of events, we now have events listed through September 2007. Fred said that there will be the 5 May Suburban Ford show, Fred said that there is already a sign up of Ford and Chevy people for over 300 cars!

John Bradshaw's Portland Transmission spring classic is on the 12<sup>th</sup> of May will be the Saturday before Mothers day. The event is always well attended, if you plan on taking your car for display get there early preferably before 7:00 A.M.

On the same day, May 12<sup>th</sup> is the Robberson Ford Show in Bend, Oregon.

Fred made mention of the fact that we now have 11 Sunbeam Tigers owned by SAAC NW members in our club. The Tigers United will have their National Convention on the 21<sup>st</sup> of June at Grants Pass, back to where it all started 30 years ago!

On July 5<sup>th</sup> through the 8<sup>th</sup> will be the SAAC National Convention combined with SVTOA at Miller Motorsports Park, Toole, Utah.

Fred said that we need to do something special for the Dave Milligan award this year, something in the planning stages is a trip to the coast range on the 25<sup>th</sup> of August a Saturday, more details to follow.

Larry Cockerham wanted to mention the Seattle Historics starting on the 29<sup>th</sup> of June through the 1<sup>st</sup> of July. Larry said that the featured Marque for this event is the Camaro. Larry said that he is working with Mark Hovander of Seattle to have a large turnout of Boss Mustangs and other High performance Mustangs present, they would like to "rain on their parade!"

### Secretary's Report

Secretary Paul Blanchard read the minutes of the 18 March 2007 meeting.

Paul asked if there were any changes or additions to the minutes as read.

Hearing none the minutes stand as read.

### Treasurer's Report

Ken wanted to mention the efforts put forth by our club work party for the club trailer that is used for track day, including the purchase of a new bracket for the mounting of a spare tire. Ken gave the treasurers report, gave the beginning and ending balances of our checking account and our money market accounts, we have a good treasury for our club.

### National SAAC Rep

Dan Jones gave his report by saying that he didn't have anything new from SAAC National. Dan said that he knows that SAAC National is working hard at putting two organizations together for the Convention. The SAAC participants and for the first time the SVTOA participants for the National Convention, for all attendees it should be an interesting time.

Fred Gehring asked about the possible grouping of the Daytona coupes at the National convention, Dan said that he hasn't heard anything.

Dan said that he hasn't heard anything recent about the new Shelby Registry's, rumor has it that there will be as many as three books.

### Newsletter Editor

Brent Soo Hoo has chosen to resign as newsletter editor for our club.  
Larry Cockerham wanted to take the opportunity to thank Brent Soo Hoo for his efforts over the past four years as our newsletter editor and for being the MHRC Representative for our club for several years as well.  
All members present joined in a nice round of applause for Brent, thank you Brent for your dedicated years of service to the betterment of our club!  
Larry said that Lynette Spohn will be our new newsletter editor, thank you Lynette. Lynette said that she would be the editor and printer as well. Lynette would like to put together a scrap book of members cars, has asked that members send her a picture of their cars along with a write up about the car, she would put it together in booklet form.  
If you are not getting your newsletter, it may be from an old zip code or mailing address, please let us know so that we can get the newsletter to you.

#### MHRC Report

Tim Grubb gave the report said that we now have the minimum required 5 members for MHRC membership, he turned in the 5<sup>th</sup> at the last meeting.

Tim said there are two committee positions open for the MHRC, one is for the Finance Audit and Budget committee the other is for the Public Relations Committee. If you have the talent and an interest in either of these positions let Tim know. Tim said that we had a good Roadster Show financially for this year, plans are moving forward for next years show. The MHRC editor for the club newsletter the Draggin has stepped down, discussion as to whether or not the MHRC will continue the publication.

As a charitable donation, \$200.00 was voted on and passed unanimously to be given to the MS foundation. The Highland Church had a break-in, a couple of members belong to the church where they put on an annual cruise-in, it was voted on and passed unanimously to give them a donation of \$100.00 as well.

#### Web Masters Report

Ray Clack said that he has discussed the web page with Larry Cockerham, Larry said that he would like to see more pictures of club cars on our web site. Ray said that he recently updated the web site would still like to get more stories and photos from the membership. Ray wanted to have updated information on the Track Pack for our Track Day to be put on the website.

#### Track Steward's Report

Dick Albrecht wasn't present for tonight's meeting, Dan Jones gave a presentation about our Track Days not as a spokesman for the Track Steward but rather a report on the Track day that came from a discussion at an officers meeting. Dan said that they discussed what Dick Albrecht has planned for track day, Dick should have the track Pack ready pretty soon. Dick will move the pits from the inside back to the outside of the track like we used to do in the old days. There will be no registrations on track day.

Another important issue that was discussed was the issue of liability insurance. Dan said that they were looking into the K & K insurance as provided by PIR as well as a second insurance policy to cover the officers and SAAC NW members from liability. Dan said that the club does have a debit card, the card should be in the hands of the treasurer. The card should be used for any expenditures under \$300.00, any item to be paid over that amount should be brought back to the membership for a vote.

#### Old/New Business

Fred Gehring mentioned that our fire extinguishers are pretty old, are charged at present, registered some concerns with regard to the corrosive nature of the fire retardant. Don Knapp said that is an issue that he asked about in the past, will look into it and report back to us later.

Larry Cockerham said that he would look into painting the club trailer, the paint on the roof is wearing pretty thin. The tires are good, we do need to purchase a spare tire and wheel, since we don't have one at present.

Ann Clack wanted to mention that their Mustang Club, Mt. Hood Mustangs will be having a covered bridge tour in the Eugene area of Oregon the first week end of August, something to keep in mind for all who are interested.

Larry said that one of the things that he wanted to do with the newsletter is to have a classified section, if anyone has anything to sell please write it down and send the information to him. Larry mentioned that Randy McEvers drove his new '07 Shelby Mustang to the meeting, would adjourn the meeting for all who are interested to go out and have a look!

Larry Cockerham adjourned the meeting at approximately 8:00 P.M.

Respectfully submitted: Paul R. Blanchard, Secretary  
Minutes of the SAAC NW meeting 18 March 2007

## SAAC Northwest Region Calendar of Events 2007

**(Bold print denotes SAACNW encouraged major participation)**  
**Check out our web-site [www.sacnw.org](http://www.sacnw.org) for on-line information**

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May 5th, Saturday – **Suburban Ford Spring Cruise In**, Sandy, OR – 9 AM to 4 PM  
**Classic Shelby and Performance Ford Powered Feature Car Line Up.**

All SAACNW Club Cars are welcome to enter the Cruise In @ \$10.00 registration fee.  
This is a benefit for Guide Dogs for the Blind. Contact: Fred Gehring @ 503-657-5595

May 12th, Saturday - Portland Trans. Spring Classic Auto Exhibit. SE 11th & Clay St.  
Open to all makes – Registration @ 6:30 AM – Show 7:00 to 11 AM. Info. : 800-444-4556

May 12th, Saturday – Robberson Ford Show, Bend, OR. Info. Gary Kelley @ 541-382-0281

May 20th, Sunday General Meeting, Denny's Restaurant, Wilsonville, OR – 6PM

June 2nd, Saturday – All Ford Swap Meet & Show, Hillsboro, OR. Info. 360-828-5733

June 17th, Sunday General Meeting, Denny's Restaurant, Wilsonville, OR – 6PM

June 21st, Thursday thru Sunday (6-24-07) – Tigers United XXX, Grants Pass, OR  
Closed event for Sunbeam Tigers only. Registration Info. 503-861-2126

June 26th, Tuesday – **SAACNW Open Track at Portland International Raceway.**  
**(Club Event) – All makes welcomed for full road course high performance drivers education.**  
Pre-registration only, date pending. Cut off date June 19th, 2007.  
Contact: Dick Albrecht @ 503-492-3536 also, check web site [www.saacnw.org](http://www.saacnw.org)

June 29th, Friday thru July 1st – Vintage Races at Pacific Raceway, Kent, WA. Honored Marque  
Trans Am cars of the '60s and '70s. Contact: Larry Cockerham @ 503-852-6311

July 5th, Thursday thru Sunday (7-8-07) **SAAC National Convention combined with SVTOA at Miller Motorsports Park, Tooele, Utah.** Open Track, Two Vintage Races, Popular Ballot and Concours Auto Shows, Parts Swap Meet, Friday Night Tech. Seminars and Evening Programs with buffet dinner. Convention Head Quarters:  
Little America Hotel & Towers – Salt Lake City, Utah. Room Reservations – 800-437-5288  
**'67 Shelby 40<sup>th</sup> Anniversary** - Contact: National Rep. Dan Jones @ 503-659-6214

## Classified Ads (continued)-

For sale:

1969 Ford Grande'

Original 351 Windsor 2bbl, Rebuilt FMX Transmission, 9" Rear end, GT wheels with GT caps.

New Dual Exhaust with Turbo Mufflers, New Black Vinyl Interior, New Brakes, New Radiator, Water Pump, New upper and lower ball joints, New Tires, New Vinyl Top, New Rebuilt Transmission \$8,450.00

Please contact Greg Binford home phone of (503) 631-7422 or cell phone (503) 888-5541.



Minutes of the SAAC NW meeting 18 March 2007

### President's Report

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President Larry Cockerham brought the meeting to order at 6:20 P.M.

Larry wanted to take the opportunity to thank all of our members who had helped out at the Portland Roadster Show. Of noteworthy mention were, Brent Soo Hoo, Ray and Ann Clack, Fred and Gayle Gehring, Dan Jones, Tim Grubb and Richard Copsey.

### Vice President's Report

Fred Gehring mentioned that the 2007 calendar of events is in print, has a list of events through May 20<sup>th</sup>. Fred said he will have a complete calendar of events for handout at our Portland Swap Meet Booth on April the 12<sup>th</sup> through the 15<sup>th</sup>.

Fred made mention of the first paid event of the year will be at the Suburban Auto Group on the 5<sup>th</sup> of May on Saturday 9:00 A.M. to 4:00 P.M.

Fred has some registration forms for people to fill out for participation.

After the Suburban Auto Group tour comes the day before Mothers day Cruise on Saturday the 12<sup>th</sup> of May put on by Portland Transmission Warehouse and our own club member Mr. John Bradshaw. Deschutes County Mustang Club in Bend Oregon has notified us that Robberson Ford in Bend would like to have about 100 Ford powered cars for display on the 12th of May as well.

Fred said that as a club we may need to buy more passes for the Portland Swap Meet in light of the extra people needed for tear down and pick up on Sunday after the swap meet closes.

### Secretary's Report

Secretary Paul Blanchard read the minutes of the 18 February 2007 meeting.

Paul asked if there were any changes or additions to the minutes as read.

Ray Clack wanted to have mention made of Mr. Randy Francis and his original big block Cobra that was present at our meeting in February.

### Treasurer's Report

Ken Walker began his report by saying that he has a tentative roster printed from membership applications, passed around a roster for members to review and make corrections as needed. Ken gave the treasurers report, gave the beginning and ending balances of our checking account and our money market accounts, we have a good treasury for our club.

### National SAAC Rep

Dan Jones gave his report by saying that he didn't have anything new to add from what was reported last month.

### Newsletter Editor

Brent Soo Hoo said that he had difficulty getting the newsletter printed this month, when he took the information to Kinko's they weren't able to process our order. After we got our account straightened out with Kinko's, the newsletter was printed out. Apparently there is an issue of payment with Kinko's, a problem that exists between our club and their credit department.

President Larry Cockerham commented that the cost of the newsletter per person was too expensive for the year, we need to find a more economical way to print the newsletter.

### Track Steward's Report

Dick Albrecht wasn't present for tonight's meeting, the report was given by Ed Neiger. Ed said that Mr. Albrecht had contacted Mr. John Draneus, our February guest speaker and an attorney about our club involvement in track days at PIR, asked him about officers and club liability.

Mr. Draneus has given his response, Mr. Albrecht will have a report for us at a later date.

Brent Soo Hoo wanted to know what the reaction was to the idea of participation at our track days being on a pre-registration basis only. It was explained that we wanted to have more influence over who came to the track either as a participant or as a spectator for reasons of track safety. The question was raised as to whether or not the track fees would be raised after all of the planned improvements have been made to the track. At the present time no figures have been given as to the increased cost for the future. There are some changes for PIR that are still in the planning stages.

**Web Masters Report**

Ray, said that he is working on the web site has some photos from last year that he has yet to post would still like to get more stories and photos from the membership. MHRC Report

Tim Grubb gave the report said that there was a new award given out this year, for the MVP person of the year. The award for this year went to Marlene Miller, she and Bob are two very dedicated auto enthusiasts who have contributed a lot of volunteer effort to the betterment of the MHRC.

**New Business**

Dick Donahue wanted to mention that he received word from Lael Wedekind that the all Ford show and Swap Meet in Hillsboro that is put on in June will be put on for the last time this year.

Dan Jones commented on the management of the Portland Roadster Show this year, said that it left a lot to be desired. Dan expressed concern for the future, registered concern for his not being able to have a break for several hours!

Gayle Gehring mentioned that she has found a volunteer for the Historics at PIR, Ken Walker will be handling the registrations for our club. Thank you Ken!

Larry Cockerham said that there will be a Boss reunion at the Seattle Historics this year with an appearance from Parnelli Jones. Their Historics will be held one week before ours in Portland.

Don Knapp said that there are a lot of changes being made to the Seattle track, they have taken out a lot of the trees and are making a lot of improvements.

A raffle was held, some nice posters brought in by Fred Gehring were raffled off.

Larry Cockerham brought the meeting to a close at approximately 8:00 P.M.

Respectfully submitted: Paul R. Blanchard, Secretary



**Classified Ads-**

For Sale-

2005 black Mustang show car, Gold metallic striping, Gold side striping, Hood scoop, Side scoops, Rear deck spoiler, 2007 GT Mags, 2006 Pony package which includes the grille with fog lights, Shaker 1000 stereo sound system, 6 disc in dash CD-changer, GT exhaust tip, Optional power drivers seat, Offered for sale at \$19,995.00

Greg Binford is offering this car for sale; he can be reached at home (503) 631-7422 or cell phone (503) 888-5541.



adding products just for our cars.

Break in: Delo 400 30W (A break-in oil will be available from Redline soon!)

Conventional oil: Valvoline VR-1 20W-50

Synthetic: Red Line 10W-30 in newer engines, 10W-40 on older engines.

Break-in is now 3,000 miles (using Delo 400 30W) before changing to running oil.

Oil change interval: 1 year or 18,000 miles with Red Line synthetic

1 year or 2,500 miles with conventional oil (Valvoline VR-1 20W-50).

Thank you to Castrol, Redline, Christiansen Oil, Valvoline, Mobil, Shell, Standard Oil and Amsoil for input.

We're sure this subject will continue: Please forward any new information on this subject you may encounter.

We have received some very interesting material from "Mr Moly" that may be putting molybdenum disulfide (MoS) into this discussion. It seems that ZDDP plus MoS is the best from the oil companies' opinion but MoS by itself may be beneficial. Some racers swear by it. The literature seems to support "Mr. Moly's" position.

Original from Keith M. Ansell of Foreign Parts Positively, Inc.

<http://www.foreignpartspositively.com/>



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Author: [Trans AM Racing with Shelby American](#)

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## The Shelby Group 2 Notchbacks 1966, the Beginning of Trans-Am Racing

last updated July 04, 2001



During the mid-60's, pony cars were hot. The Ford Mustang was selling so well the other manufacturers came out with their own version of the short trunk cars. Owners and enthusiasts started taking their pony cars to the racetrack making sedan racing ever more popular. SCCA began to take notice and for 1966 established a sedan class with a National Championship

category. The SCCA set up Group 2 cars under FIA Appendix 2. The amateur classes were based on displacement: A - 2000cc to 5000cc; B - 1300cc to 2000cc; D - under 1000cc. The Championship series included over 50 amateur races leading to an invitational American Road Race of Champions (ARRC) for the top three sedan class finishers in each of the seven geographical divisions.

A professional series was established called The Trans-American Sedan Championship. This series of races was made up of seven professional races at different tracks across the US. The manufacturer with the most points at the end of the series would win the first ever Manufacturer's Trophy. The Trans-Am races, as it became known, ranged from 200 miles to 2,400 miles. The races ran from 2 hours to 24 hours and required pit stops for gas and tires.

Group 2 cars were divided into only two classes, over 2 litres and under 2 litres. The maximum displacement was 5 litres or 305 cid with a



Photo Courtesy of Daytona International Speedway

maximum wheelbase of 116 inches. Plus eligible cars had to seat 4 people eliminating the 65 GT 350s. In the beginning, the GT 350s were set up as two seaters to qualify for SCCA's Class B Production. The rear seats were removed and replaced with a fiberglass shelf. Ford wanted the Trans-Am Manufacturers Trophy. After the great success of the GT 350 fastbacks, Ford immediately turned the project over to Shelby American.

Shelby American built sixteen 1966 Group 2 Notchback Mustangs, all for sale to independents. Chuck Cantwell, GT 350 Project Engineer and Jerry Schwartz, fabricator & mechanic were given the job of developing and prepping the cars. The Mustangs were built to GT 350R specs. The main differences between the Group 2 cars and the GT 350Rs were cosmetic. The Group 2 Mustangs were required to be close to stock with steel hoods and front ends. The GT 350Rs had fiberglass hoods and front aprons, plastic side and rear windows. The Group 2 cars used glass windows. Stock interior and four seats were also required for the Group 2 cars.



The GT 350Rs and the Group 2 Mustangs had a lot of similarities. Both cars had:

- Racing type, positive locking devices on the hoods and trunks
- 7"x15" American racing magnesium wheels
- Lowered A-arms
- 34 gallon fuel tanks with 3/12" quick release caps and splash funnels
- Trunk mounted batteries
- Stewart Warner electric fuel pumps
- Six CS gauges housed in a special instrument housing  
fuel pressure, oil temp, 0-160 mph speedometer, 0-8,000 rpm tach, oil pressure, & water temp
- Four point roll bar
- 3" competition lap belts with shoulder harness
- 18 quart Ford Galaxy radiator
- Oil cooler with remote oil filter
- Tube headers with 2 1/2" straight pipes dumping out just in front of the rear wheels
- "Monte Carlo" stabilizer bars to strengthen the front end

Export brace (named after the brace used on Mustangs for export)

just burn a lot of oil and not run as well as hoped.

The "Energy Conservation" trend was first led by automakers to increase mileage numbers and secondly because the ZDDP and other chemicals degrade the catalytic converter after extended miles, increasing pollution. Most of us don't have catalytic converters and the mileage gains are not that significant.

Many oil companies may have products that will continue to function well in our cars. Castrol, Redline, Valvoline, Mobil, Shell, Amsoil and others have now commented on my original article and are making suggestions. Some companies are offering short lists of "acceptable" oils, others just one. One company has responded without any substantive information in a two-page "bulletin". By their account all their oils are superior and applicable. This is typical of many companies.

Some oil manufacturers are pointing to metallurgy, blaming poorly built cams and followers. This may have some validity but the bottom line is that there has been a big increase in failures with products that have been on the market for many years but are now having greatly increased failures. To me the bottom line is, if the lubricants are working there is no contact between surfaces, it shouldn't matter what the materials used in the products are, within reason.

On "modern" production cars, stay with the manufacturers' suggestions. For any car produced before about 1990 the owner needs to be aware that the factory suggested lubricant may have changed and may not be applicable. Flat tappet, stock, performance or modified may be affected. MGBs from 1975 to 1980 must choose to sacrifice the cam or the catalytic converter as an example of how difficult the decisions are becoming!

Yes, there is more! Castrol does understand our dilemma and is actively looking into what it can do to support our cars. We can soon expect to see products from them with specific application to classic cars. Red Line will be offering a "break-in" oil soon after the first of the year. Shell's Rotella will be good until about June or July of 2007 with possibly nothing after that date. Delo (Chevron) will also be questionable after the new "CJ-4" standards come in the middle of 2007.

Now the important information: Oils that may be correct for our cars today:  
(As reported by manufacturers by 12-31-06, NOTE: many have changed their recommendations over the last three months!)

**Castrol:** Syntec 5W-40, Syntec 20W-50, Grand Prix 4-Stroke Motorcycle oil in 10W-40 and 20W-50, TWS Motorsport 10W-60\*, BMW Long Life 5W-30\*

\*= full synthetic, available only at BMW dealerships

**Red Line:** 10W-30, 10W-40 (Synthetic oils)

**Valvoline:** VR-1 20W-50 (Conventional oil)

**Amsoil:** 20W-50(TRO), 10W-40(AMO), 15W-40(AME) & 20W-50(ARO)

**Mobil:** Mobil 1 5W-30 and 20W-50 (Synthetic)

**Chevron:** Delo 400

**Shell:** Rotella

What we are doing at Foreign Parts Positively has been difficult to determine but with few options left, the following is what we are forced to do. Some of our choices have been based on the manufacturer's willingness to help and specific reports. This list will change in the next months with Castrol and Red Line

he was "VERY" aware of this problem because many of the old bikes had rectangular tappets that couldn't rotate and are having a very large problem with the new oils. He has written an article for the British Bike community that verify all the "bad news" we have been finding.

Comp Cams put out "#225 Tech Bulletin: Flat Tappet Camshafts". They have both an assembly lube and an oil additive. The telling sentence in the bulletin was "While this additive was originally developed specifically for break-in protection, subsequent testing has proven the durability benefits of its long term use. This special blend of additives promotes proper break-in and protects against premature cam and lifter failure by replacing some of the beneficial ingredients that the oil companies have been required to remove from the "off-the-shelf oil".

Next question: Now what do we do?

**From the camshaft re-grinders (DeltaCam):** "Use oils rated for diesel use", Delo (Standard Oil product) was named. About the same price as other quality petroleum based oils. They have the ZDDP we need in weights we are familiar with.

**From one camshaft manufacturer (Crane):** "use our additive" for the first 500 miles.

**From General Motors (Chevrolet):** add EOS, their oil fortifier, to your oil, it's only an 8-ounce can (This problem seems to be something GM has known about for some time!). The additive says for break-in only, some dealers add it to every oil change.

**From Redline Oil:** Use our street formulated synthetics. They have what we need! Early in 2007 they will be supplying a "break-in oil" specifically for our cars.

**From Castrol:** We are beginning to see a pattern emerging on older cars. It may be advantageous to use a non-approved lubricant, such as oils that are Diesel rated, 4 Cycle Motorcycle oils and other specified diesel oils. They will be supplying "new oils" specifically for our cars in early 2007.

For you science buffs: ZDDP is a single polar molecule that is attracted to Iron based metals. The one polar end tends to "Stand" the molecule up on the metal surface that it is bonded to by heat and friction. This forms a sacrificial layer to protect the base metals of the cam and tappet from contacting each other. Only at very high pressures on a flat tappet cam is this necessary because the oil is squeezed/wiped from the surface. This high pressure is also present on the gudgeon pin (wrist pin) in diesel engines, therefore the need for ZDDP in all diesel engines.

Second part of the equation is Molybdenum disulfide (Moly). The moly bonds to the zinc adding an additional, very slippery, sacrificial layer to the metal. I found out that too much of the moly will create problems; lack of this material reduces the effectiveness of the ZDDP. The percentage, by weight is from .01 to .02%, not much, but necessary according to the chemists.

Now there is no denying that there is a problem, lack of ZDDP (Zinc Dialkyl DithioPhosphate) in modern oils kills at least our cams and tappets. There seems to be no known alternative.

Our cars are a small percentage of the total market and BIG Corporate, the American Petroleum Institute and possibly government have made decisions that are detrimental to our cars. This problem isn't going away. The trend today is to lighter weight oils to decrease drag, which increases mileage. Most of these seem to be the "Energy Conservation" oils that we cannot use.

Redline oil and others are suggesting a 3,000-mile break-in for new engines! Proper seating of rings with today's lubricants is taking that long to properly seal. Shifting to synthetics before that time will

- 11.3" front disc brakes
  - 10"x2 1/2" wide rear drum brakes
  - One inch sway bar
  - 16" three spoke wood steering wheel
  - Stock Ford valve covers on the 289 cid with a special breather
  - Koni shock absorbers
  - Detroit "No-Spin" rear ratcheting differential
  - 3.89 rear axle
  - 19:1 quick steering
  - Borg Warner T-10 close ratio four speeds
  - 7.5 finned cast aluminum oil pan
  - Over ride traction bars
  - Shelby American racing 289 cid with an aluminum hi-rise and a 715 cfm Holley carb
- The engines developed over 350 horse power.

The Group 2 Mustangs were based on the Mustang GT. All Group 2 cars had the stock GT package including fog lights in the grilles. The lenses and bulbs were replaced with high intensity driving lights for better use during the night driving in some of the Trans-Am races. Most Group 2 racers came with a 1/2" rear sway bar and a Panhard rod. Some of the cars came with a scooped out fiberglass panel between the passenger compartment and the trunk allowing a spare tire to be mounted. The spare would not fit in the trunk with the larger gas tank. A spare tire was not required during racing. It is possible this option was shared with the four Group 1 racecars Shelby America sent to Europe. This a rare item to see today in restored cars. The SCCA required a metal bulkhead between the driver's compartment and the gas tank early in 1967. Any car raced during 1967 had to have the bulkhead replacing the fiberglass spare tire mount.



The 16 Group 2 Mustangs were painted white. All had black interiors. And all the cars were sold to independent teams. Shelby did not run

a Group 2 Trans-Am team in 1966. Only one car was completed in time for the Trans-Am race at Sebring in 1966. Three were to be available. The first car went to Cooper, Clark & Associates. They paid \$6,414 for the first Group 2 car in a bidding war. Later Group 2 Mustang sold for \$5,500.

Shelby prepared cars placed in five out the remaining six races. Independent teams drove non-Shelby Group 2 Mustangs to wins at Mid-America Raceway, the Virginia 400 and second at Briar 250. Ford and Chrysler fought for the lead in points up to the last two races. At Green Valley, Brad Booker and John McComb driving a Shelby Group 2 Mustang beat out the "Team Starfish" Barracudas and Group 44 Dodge Darts to win tying the standings at 37 each for Chrysler and Ford. The last race of the season was at the Riverside Track in California. Shelby sent Jerry Titus to drive a Shelby Group 2 Mustang. During the qualifying on Saturday Titus set a track lap record of 1:41.9 at an average of 91.854 miles per hour to earn the number one spot for the race on Sunday. The race started with a LeMans type start. Titus flooded his Mustang leaving him next to last to start. A later broken oil filter cost him almost two laps while it was being replaced. Titus fought his way through the 34 cars to finish first, 48 seconds ahead of the Tullis Group 44 Dodge Dart. Mustang and Ford won the first Trans-Am Manufacturers Trophy.

Source of information: SAAC Shelby American, issue #50 from an article written by Bill Hanlon



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Looks like the oil situation may be improving after last years bad news as you get toward the end of this...

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Oil is killing our cars...

About a year ago I read about the reduction of zinc dialkyl dithiophosphate (ZDDP) in the oils supplied with API approval that could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oils was based on the fact that phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere.

A couple of months ago I had a member of the Columbia Gorge MG Club bring a totally failed camshaft and lifters back to me that had only 900 miles on them!! I immediately contacted the camshaft re-grinder (Delta Cam) and asked how this could happen. They were well aware of this problem as they were starting to have many failures of this type. In the past, the lack of a molybdenum disulfide camshaft assembly lubricant, at assembly, was about the only thing that could create this type of problem. My customer has assembled many engines and had lubricated the camshaft properly. Then the bad news came out: It's today's "modern" API (American Petroleum Industry) approved oils that are killing our engines: Meaning all flat tappet (cam follower) equipped engines, as used in all BMC products, all British Leyland products, most pushrod engines prior to 1980, early Volkswagens, American high-performance engines and many others.

Next call: To a major camshaft supplier, both stock and performance (Crane). They now have an additive for whatever oil you are using during break-in so that the camshaft and lifters won't fail in an unreasonably short period of time. They also suggest using a diesel rated oil on flat tappet engines.

Next call: To a racing oil manufacturer that we use for the race cars (Red Line Oil). Their response: "We are well aware of the problem and we still use the correct amounts of those additives in our products". They continued to tell me they are not producing API approved oils so they don't have to test and comply. Their oils were NOT the "new, improved and approved" ones that destroy flat tappet engines! "We just build the best lubricants possible". Sounds stupid, doesn't it, New-Approved but inferior products, but it seems to be true for our cars.

To top this off: Our representative from a major supplier of performance and street engine parts (EPWI) stopped by to "warn us" of the problem of the NEW oils on flat tappet engines. This was a call that the representative was making only because of this problem to warn their engine builders! "The reduction of the zinc, manganese and phosphates are causing very early destruction of cams and followers". They are recommending that, for now at least, there must be a proper oil additive put in the first oil used on new engines, beyond the liberal use of molydisulfide assembly lube. They have been told that the first oil needs the additive but remain skeptical that the first oil is all that is necessary. Their suggestion: Use diesel rated oils such as Delo or Rotella that are usually available at auto stores and gas stations.

This problem is BIG! American Engine Rebuilder's Association (AERA) Bulletin #TB2333 directly addresses this problem. I had a short discussion with their engineer and he agreed with all that I had been finding.

Next phone call was to a retired engineer from Clevite, a major bearing and component manufacturer. First surprise was that he restored older British Motor bikes. The second surprise was that



**The  
President's  
new ride...**



**LARRY COCKERHAM'S  
TRIBUTE 1966 GROUP II  
A/S VINTAGE RACE CAR**

**The 1966 Series II Trans-American Ford & Mustang Results and First 10 Places**

**March 25 - 4 Hour International Touring Race, Sebring, Florida**

- Jochen Rindt (Alfa Romeo GTA) 1st
- Bob Tullis (Dodge Dart) Bruce Jennings 2nd
- A. Andanien (Alfa Romeo GTA) T. Zazzoli 3rd
- Paul Richards (Alfa Romeo GTA) 4th
- Horst Kwech (Alfa Romeo GTA) Gus Andrey 5th
- Scott Harvey (Plymouth Barracuda) 6th
- Charles Rainville (Plymouth Barracuda) Bruce Jennings 7th
- Howard Harra (Alfa Romeo GTA) 8th
- John Linman (BMW 1800) Lin Coreman 9th
- Al Consentino (Fiat-Alberth 1000) 10th
- Dick Thompson (Mustang) 26th
- Ed Diamond (Mustang) 28th
- AJ Foyt (Mustang) 35th DNF

**June 12 - Mid-America Trans-American Sedan Championship Wentzville, Missouri**

- Tom Yeager (Mustang) Bob Johnson 1st
- Horst Kwech (Alfa Romeo GTA) Gus Andrey 2nd
- Jackie Ickx (Cortina Lotus) Hubert Hahne 3rd
- Sam Posey (Alfa Romeo GTA) Harry Theodorocopulcus 4th
- Lee Netherton (Plymouth Barracuda) Scott Harvey 5th
- Al Brizard (Alfa Romeo GTA) Stan Peterson 6th
- Pete Talbert (Mustang) John McComb 7th
- Charles Rainville (Plymouth Barracuda) Bruce Jennings 8th
- Del Taylor (Alfa Romeo GTA) Robert Pratt 9th
- Howard Hanna (Alfa Romeo GTA) Terry McGowen 10th
- Pete Feistman (Mustang) Russell Norburn 22nd

**June 8 - Bryar 250 Trans-American Sedan Championship Bryar Motorsport Park,  
Loudon, New Hampshire TÇI**

- Allan Moffat (Cortina Lotus) 1st
- Bruce Jennings (Plymouth Barracuda) 2nd
- Horst Kwech (Alfa Romeo GTA) Gus Andrey 3rd
- Tom Yeager (Mustang) Bob Johnson 4th
- Frank Gardner (Cortina Lotus) 5th
- Peter Lake (Mustang) Skip Barber 6th
- Bob Tullis (Dodge Dart) 7th
- Howard Hanna (Alfa Romeo GTA) 8th
- Del Taylor (Alfa Romeo GTA) Bob Pratt 9th

Pete Feistman (Mustang)Russell Norburn 10th  
Pete Talbert (Mustang)S. Whitney 17th DNF  
Ken Duclus (Mustang)Robert Arego 18th DNF

**July 31 - VIR 400 Trans-American Sedan Championship Virginia International Raceway, Danville, Virginia**

Tom Yeager (Mustang)Bob Johnson 1st  
Pete Feistman (Mustang)Russell Norburn 2nd  
Horst Kwech (Alfa Romeo GTA)Gus Andrey 3rd  
Paul Richards (Alfa Romeo GTA)George Alderman4th  
Jim Baker (Alfa Romeo GTA)Bob McQueen 5th  
Bruce Jennings (Plymouth Barracuda)Les Netherton6th  
Reid Rollo (BMW TISA)Pinkie Rollo 7th  
Art Riley (Volvo 1225)Art Mollin 8th  
Russ Simon (Alfa Romeo GTA)Bill Steele 9th  
Charles Cunningham (Volve 1225)Floyd Stone 10th  
Peter Lake (Mustang)Curtis Lake 22nd  
Dick Thompson (Mustang)Jim Sutter26th DNF  
Ed Diamond (Mustang)Sherm Decker 35th DNF

**August 14 - Marlboro 12 Hour Trans-American Sedan Championship Marlboro Park Speedway Upper Marlboro, Maryland**

Bob Tullis (Dodge Dart)Tony Adamowicz 1st  
Charles Rainville (Plymouth Barracuda)Scott Harvey 2nd  
Bruce Jennings (Plymouth Barracuda)Les Netherton3rd  
Charles Krueger (Dodge Dart)Hal Keck 4th  
Sam Posey (Alfa Romeo GTA)Harry Theodorocopulcus 5th  
Sir John Witmore (Cortina Lotus)Frank Gardner 6th  
Paul Richards (Alfa Romeo GTA)George Alderman7th  
Noel Armstrong (Alfa Romeo GTA)Ron Hunter, Bill Steele 8th  
Tom Yeager (Mustang)Bob JohnsonDon Sessler 9th  
Howard Hanna (Alfa Romeo GTA)Howard Brown 10th  
Dick Thompson (Mustang)Jim SutterEd Lowthar 15th  
Fred Van Beuren (Mustang)Ruebe Novoa 26th  
Dale Wood (Mustang)Jerry Dundee 27th  
Phil Halbert (Mustang) 32nd

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**September 10th - Pan American Endurance Race Trans-American Sedan Championship Green Valley Raceway, Smithfield, Texas**

Brad Booker (Mustang)John McComb 1st

Horst Kwech (Alfa Romeo GTA)Gus Andrey 2nd  
Charles Rainville (Plymouth Barracuda)Bob Johnson 3rd  
Ron Grahle (Dodge Dart)Mike Cupton 4th  
Lars Curtz (Lotus Cortina)Lynn Kymar 5th  
Bob Tullis (Dodge Dart)Tony Adamowicz 6th  
Ray Parsons (Cortina Lotus)J. Leighton 7th  
Chuck Williams (BMS Cooper S)DW Fenerator 8th  
Allan Moffat (Cortina Lotus)Harry Firth 9th  
John Timanus (Mustang)Duke Fike 10th  
Fred Van Beuren (Mustang)Ruebe Novoa 26th DNF  
Dale Wood (Mustang)Jerry Dundee 27th DNF  
Phil Halbert (Mustang) 32nd DNF

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**September 18 - Riverside 4 Hour Trans-AmericanSedan ChampionshipRiverside International Raceway, Riverside, California**

Jerry Titus (Mustang) 1st  
Bob Tullis (Dodge Dart)Tony Adamowicz 2nd  
Ron Dykes (Mustang)Steve Froines 3rd  
Brad Booker (Mustang)John McComb 4th  
Frank Gardner (Cortina Lotus) 5th  
Horst Kwech (Alfa Romeo GTA)Gus Andrey 6th  
Allan Moffat (Cortina Lotus)Harry Firth 7th  
Charles Rainville (Plymouth Barracuda)Bob Johnson 8th  
Pete Condt (Ford Falcon)John Dittimore 9th  
Don Pike (Mustang)Scooter Patrick 10th  
Bob James (Mustang)Doug Hooper 15th  
Phil Halbert (Mustang) 17th  
Ray Wolf (Mustang)Chuck Cantwell 26th DNF  
Bill Jones (Mustang)Bob Wolf 33rd DNF

Editors note:*I know of 3 cars in our club that are Group II coupe tribute cars... Brian Bogdon, Fred Gearhing, Larry Cockerham.. These car are primary open track cars for now, but Larry & Fred want to go Vintage racing and our working on getting there SCCA drivers license.*

Author: [Trans AM Racing with Shelby American](#)