

THIS MONTH
March 2009

NEXT MEETING:
SUNDAY March 15th,
2009

Regular Monthly
Meeting
6:00pm @ Denny's
Wilsonville



For information about SAAC NW
Or activities, call any officer

President- Steve Thomas, 503-297-7379, email
Lucy_23529@msn.com

V.P.- Bill Meloy, 503-538-8262, email
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Sec.- Paul Blanchard, 503-888-5534, email
shelbyamerican2000@yahoo.com

Treasurer- Linda Donahoo, 503-472-7764, email
donahool@verizon.net

Newsletter- Lynette Spohn and DeEllen Hardy, 503-780-9355, email
Deprincess64@aol.com

National Rep.- Dan Jones, 503-659-6214, email
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Track Stewart- mark Pendergrass, 503-662-4395, email
mpendy@dishmail.net

Web Master- Rick Sattler, 503-646-8555, email
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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/>

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"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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Phone : 503-786-0729
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PORTLAND, OR 97230

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 (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.
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.
10% discount on all parts and service.

R&S Classic Mustang Supply

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

SAAC NW EVENT CALENDAR...

April 3,4,5th- Portland Auto Swap Meet

April 19th- SAAC NW Club Meeting 6pm Wilsonville Denny's

May 17th- SAAC NW Club Meeting 6pm Wilsonville Denny's

June ?- How about a day trip/picnic?????

June 21st- SAAC NW Club Meeting 6pm Wilsonville Denny's

July 3,4,5th- Pacific NW Historics (SIR)

July 11,12th- Portland Historic (PIR)

July 19th- SAAC NW Club Meeting 6pm Wilsonville Denny's

Aug ?- How about a "Road Trip" beach/mountains ?????

Aug 16th- SAAC NW Club Meeting 6pm Wilsonville Denny's

Sept 5,6,7th-Columbia River Classic Road Race (PIR)

Sept 11,12,13th- End of The World Rod Run (Longbeach,WA)

Sept 20th- SAAC NW Club Meeting 6pm Wilsonville Denny's

Sept 26,27th- Maryhill Loops Hill Climb (Goldendale,Wa)

Oct 18th- SAAC NW Club Meeting 6pm Wilsonville Denny's

Nov 15th- SAAC NW Club Meeting 6pm Wilsonville Denny's

Dec ?- Holiday Banquet

Minutes of the SAAC NW meeting 4 January 2009

President's Report

Following a planning meeting for this year's club events that began at 5:00 P.M. followed by our general SAAC NW Meeting, President Steve Thomas brought the general meeting to order at 6:05 P.M.

Steve opened the meeting, thanked everyone for coming out tonight then asked the club Secretary, Paul Blanchard to read the previous months meeting minutes.

Secretary's Report

Secretary Paul Blanchard read the meeting minutes of the SAAC NW 16 November 2008 meeting. Paul asked if there were any corrections or additions to the minutes as printed in our newsletter. Hearing none the minutes stand as read.

Vice President's Report

Bill Meloy talked about the Calendar of events that will be printed in the newsletter at a future date. Bill asked that any members that have ideas about club events that would be of interest to all members to please get in contact with him.

We need to have a discussion on the upcoming Portland Roadster Show, do we as a club want to participate?

Bill mentioned that we have the Portland Swap Meet coming up in April, club members Fred & Gayle Gehring have swap meet spaces rented, would like to know if we would like to rent one of the spaces from them as we have done in the past.

Bill mentioned that we need to have a discussion on our track days, Mark Pendergrass will cover that in his report. One of the track days that we had selected in July follows the Historic races at PIR.

Treasurer's Report

Ken Walker, our treasurer in transition gave the treasurers report for Linda Donahoo our incoming treasurer, until Linda has the authority to handle the funds for our club with US Bank.

Ken gave the beginning and ending balances of our checking account and our money market accounts, we have a good treasury for our club.

There will be more membership renewals coming in that will be added in for next month's report.

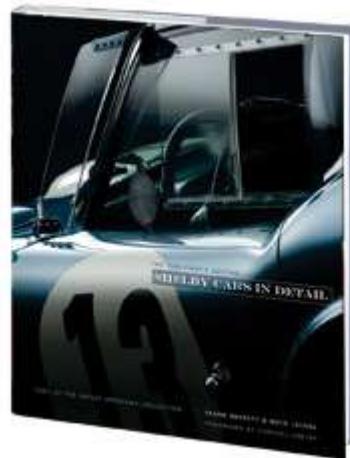
National SAAC Rep

Dan Jones said that SAAC National is involved in a lawsuit with the track where last year's SAAC National Convention was held. Apparently there is a disagreement with the track over admission monies to the track, the track felt the money was theirs, SAAC National felt that the money is theirs to help put on the event. Dan mentioned that he had his share of problems with SAAC National when the convention was held at the Miller Speedway in Utah. They sold garage spaces which Dan felt was for the individual purchasers exclusive right to use.

When the National Go Kart races were being held at the same time as the National Convention there was a need for more garage spaces, consequently garage spaces needed to be shared. Instead of having your own garage space that you had paid for you were now responsible for sharing the space with others. No word yet as to where SAAC 34 National Convention will be held, Dan learned that they want to sign a long term contract with the Thunderbolt Raceway back East, that will pretty well eliminate the opportunity for participation from members on the West Coast.

Dan talked about the SAAC event that he went to at the Las Vegas Motor Speedway, said that it was a good event very relaxed. They have a nice museum displaying the cars that Carroll Shelby has had a hand in. Dan said that he was also allowed to view the assembly of some of the new cars that Shelby is building. Team Shelby wants all Shelby enthusiasts to come in to the club, Dan mentioned that they seem to be totally involved with selling the new cars, haven't really done anything to encourage the old cars to come into the club. Dan said that they also had some meals at the Shelby Café where they had place mats with photographs of Shelby cars, all 30 different mats could be purchased for \$30.00. There was an open track at Las Vegas as well, Dan said that it was a real good time, maybe it will set the precedence for the future, with SAAC National having their convention on the East Coast and Team Shelby having theirs at Las Vegas Motor Speedway. Dan said that the Las Vegas open track set up was good with a road course layout.

Fred Gehring said that he was looking at the SAAC National web site forum, everyone was tracking the Barrett Jackson auction. At the auction there was going to be the sale of a new 2010 Shelby GT-500, people were wondering why Craig Jackson pulled the car from the auction, and Carroll Shelby didn't show as he has for the past few years. There was concern about Carroll's health and what may have



In this economy we are all in need of a stimulus package, so we at David Bull Publishing would like to offer our dazzling book *Shelby Cars In Detail* (\$149.95) to your club members at a 20% discount **during the month of February**. The club discount reduces the price to \$119.95, plus shipping.

Shelby Cars In Detail is an 11" by 13", 272-page coffee-table book that celebrates the four iconic models produced by Shelby American: the roadster, the Daytona Coupe, the GT40 series, and the Mustang GT350. Twenty-six of the most historically significant cars of the Shelby American Collection are captured in original studio photographs, accompanied by lively background history and fascinating technical details of each car. The book is presented in a handsome slipcase

featuring Bob Johnson's No. 33 Cobra, the first Cobra to ever win a race. Here is the link to our Web site where you can see sample pages: <http://www.bullpublishing.com/shop/item.asp?itemid=104>.

What's more, with each order we'll include a complementary box of the book's companion notecards, which retail for \$19.95 and feature twenty cards highlighting ten photos from the book. You can see them at our Web site: <http://www.bullpublishing.com/shop/item.asp?itemid=109&catid=>.

To order at this special club discount using a VISA or Master Card please call David Bull Publishing at 800-831-1758.

Thanks, and best regards,

Maria

P.S. We have just 15 copies left of The Publisher's Edition of *Shelby Cars In Detail*, (in blue below) which is signed by drivers Mario Andretti, Bob Bondurant, and Dan Gurney, and by Cobra Coupe designer Peter Brock, GT350 engineer Chuck Cantwell, and legendary fabricator Phil Remington. More information is available on our Web site, <http://www.bullpublishing.com/shop/item.asp?itemid=105>.



The letter went on to say the vehicle was assembled from spare 1967 Shelby coupe parts in 1968. Only miles on the car are test miles and when Lindle Willey died, his sister inherited the car. Unfortunately she passed away in 2006.

The owner informed me that Jay Leno was sending someone up to look at the car. I don't know if that is true or false, but apparently Mr. Leno wasn't interested. The car was supposed to be consigned to an upcoming Barrett-Jackson auction, but I never noticed a listing or report of sale.

In order to sweeten up the deal on the hydrogen powered car, the highway van load of body parts would be included. I do not know the final disposition of the car; but during 2008 - 2009, the name of Sandra Soho made several appearances in the local newspaper.

The 1st article mentioned that she was charged with 18 cases of welfare fraud that occurred during a 19 month period. Sandra Soho was reportedly using a false address to obtain food stamps. All the while living on a hillside in one of the better parts of town. Additionally, she was employed as a radio station manager and drove around in a company vehicle with loud graphics on the side that said "K-RAT 97.7 fm." Seems rather brazen to me.

A second news article mentions that several highway vans registered to Sandra Soho were parked on the street in Merrill, Oregon, a small town 14 miles south of Klamath Falls. There were safety concerns because the vans contained dry cleaning fluid. I can only assume they were part of the Sandra Falk estate.



Next comes the trial for welfare fraud and Sandra Soho is found guilty of unlawfully obtaining public assistance, food stamp benefits and first-degree theft. Just recently, she was sentenced by a Klamath County Circuit Court judge who stated that her testimony "was replete with perjury and lies; and that she was a liar, con and a cheat." The defendant said she was acting on a friend's behalf. The judge apparently didn't buy that line either said she never showed any remorse for her crime. She was subsequently handed a 3 year jail sentence which was accompanied by a full color mug shot in the local

newspaper.

So that seems to bring this story to a close, for a while. I still don't know what ever happened to the hydrogen powered car. Maybe still sitting inside a trailer parked somewhere. The '68' Shelby and the Lincoln Town Car were reportedly sold and are out there some where. Some strange things can happen when trying to track down a barn find.

happened. Dan didn't have an answer, people close to Carroll said that he is doing fine, has been taking a lot of medicine.

Newsletter Editors Report

Lynette Spohn said that the President's e-mail address as printed in the newsletter is wrong, now it is lucy_23529@msn.com should be lucy with an underscore after the "Y" it doesn't show very well when printed.

Webmaster's Report

New webmaster Rick Sattler said that he is ready to update the web site. Rick had difficulty with an older version of Microsoft, has since reloaded a newer version. Rick said that he is willing to receive e-mails with items that members would like to have on the web site including pictures. Rick will also work on getting the option available for people to fill out and pay for their track day form online as well. Fred Gehring made the motion that SAAC NW treasury reimburse Rick for the extra cost associated with the purchase of new updated software, seconded by Lynette Spohn. A vote was taken motion passed.

Track Steward's Report

Mark Pendergrass said that we had put in for three track days for 2009, in the past we have to fight for one track day, this year they gave us all three. The 3 days are; July 13th, August 19th and September the 8th. Mark would like to be able to go to the PIR users meeting on the 26th of January and present a request for one day or more if the membership chooses. For the last track day we lost money, due to the change in the economy along with \$4 a gallon gasoline and some errors on the track day announcement on our website.

Gayle Gehring felt that we should have our track day on the day after the Historics in July, and the September date in conjunction with the Labor Day weekend. Larry Cockerham said that we should request the two days, if July isn't successful we would still have time to cancel the September date if we wanted to, without incurring any additional costs. The issue came up with regard to corner workers, should we hire corner workers or have volunteers from the club?

MHRC Report

Alternate Rep Paul Blanchard gave the MHRC report for the 13 January meeting.

Roll call was taken 13 clubs present with 1 absent. We had two guests from a car club called the Checs from Vancouver Washington. They are a husband and wife team, they own a 1928 Ford roadster and a 1960 Ford Thunderbird, they may be a new club that will join, they said that their club and members have pledged to help us at the show. We are looking for a new club secretary Jack Simeneau is no longer able to continue. We are also looking for a public relations volunteer.

Dwayne Caskey a close friend of MHRC President Mike Conn and Mike have gone out and made a sincere effort to sign new sponsors for this years show.

Les Schwab has chosen not to renew their relationship with the Show, Dwayne and Mike have obtained major sponsors (a reflection of their financial commitment), Tire Factory, Speeds Towing, Tualatin Valley Auto Body which is associated with SO Cal an aftermarket hot rod parts supplier. They were able to sign some minor sponsors, Specialties an alternative floor covering company, Baxters, Adams Wax, Trade Association also known as NATA, and Amsoil oil.

Dan Cyr will not be putting on a competing show this year after taking back the Portland and Seattle shows from Jason Wilson, there is some question as to whether or not he will have a Portland show for next year. This will certainly help our gate as we have had to compete with him in the past. Big Don gave the PRS report, Mike Eitel will be talking with Precision about the printing of our programs.

Larry Maynard wanted us to ask our clubs for donations to purchase stuffed animals to benefit the Ronald McDonald House, they are for sale for \$16.99 each. Ron Martinolich of the Scale Auto Builders Car Club said that the Trophy's have been purchased for the model car contest, in years past they have had large plastic bubbles over the models, this year they have gone away. They have situated the tables about 3 feet away from the wall where SABA members can walk behind the tables and will have about 3 feet of space in front of the tables with stanchions to protect them. For the High School Challenge we will be giving away 2 Miller Welders and a buffing kit. For the volunteers who will be working the show we will have tags made in place of the T-shirts.

New Business

Fred Gehring gave the dates for the Portland Swap Meet, April 3rd through the 5th Fred and Gayle have purchased two swap meet spaces & would like to know if the club would like to purchase one of the spaces for the sale of members swap meet items. If you sell any

As for the "new" Shelby. It was described to me as the Shelby – Willey Hydrogen Show Car and was a new Mustang sedan modified by Shelby American for FoMoCo to illustrate the feasibility of hydrogen power. I explained to the owner that except for a few racing sedans and some convertibles, all Shelby's were fastbacks. And although the car may have been modified by Shelby, but without a Shelby VIN or supportive documentation, it's just another Mustang. Now I admit that a new 1968 Mustang is very unique, but to be of the value they are talking about it needs something more. Oh – and the price? This sedan can be all yours for a whopping \$1.5m! At this point I don't think they believe that I own a '66' GT 350 – but that's O.K. Now I've owned my Shelby since 1971 and have been involved with numerous Shelby/American enthusiasts during the last 38 years, and I've never heard any mention of a hydrogen powered Mustang or Cobra. After further conversation with the owner I learned the car was built by a Lindle Willey who worked for Shelby American. Mr. Willey ended up owning the vehicle after FoMoCo stopped showing it. He also purchased all of the excess body parts from Shelby American and loaded them into a highway van. Along with hoods and deck lids there is at least one replacement dash, a steering wheel and a lot of detail parts. Obviously worth considerably more than the meager \$100 offering from the Portland Shelby expert!



A flyer provided by the owner states: *“It has the appearance of a new 1968 Shelby GT 350 Coupe. It looks like a new car and even smells like one on the inside. This was the last coupe manufactured by Shelby. Show car appearance. Painted white. All body parts are plated. The car has a Willey hydrogen storage tank and Willey hydrogen power system. The show car always moved via an enclosed car trailer. The show car was displayed at hydrogen power shows during the 1970's and 1980's. The vehicle has a Willey “Joy Stick” electronic steering. This is a unique car and a real piece of history.*

Negatives: There are a few small bubbles in the show finish in several areas where the paint finish separated from the plated body part. This car is unique as it was the last coupe built by Shelby and it essentially the last NEW Shelby being sold. There is a 10% finder's fee for the first \$500,000 and a 25% finder's fee on any additional amount. The finder's fee comes to \$300,000 if the car sells for \$1,500,000”

On July 11, 2007 I received a letter on the K-RAT fm 97.7 letterhead and signed by George Smith. The letter informed me that the probate was now over so I have to assume that Sandra Soho didn't actually own the cars until now. The letter states that the car “looks like a standard Shelby coupe” and was constructed “as a joint effort of Mr. Shelby and Mr. Lindle Willey. Mr. Shelby was interested in cars powered by hydrogen back in the 1960's.” (this is probably news to most of us)



Three days later a second letter was written to Mr. Brody providing some addition information. The 1st Shelby is now referenced as a 1968 model with VIN STO2J13449900940 and is described as white with blue stripes. The Lincoln is now referenced as a 1968 model and they are still looking for the keys to the trailer containing the new Shelby. Regarding the parts, as Shelby expert from Portland, Oregon looked at the body parts and said it would cost more to inventory the parts than would be generated by

the sale of those parts. You can draw you own conclusion regarding who the Shelby expert might be; but his offer to purchase the van load of Shelby body parts for \$100 was rejected! These two letters contain numerous conflicts, some of which can be attributed to the owner's lack of familiarity with Shelby American products. But other details really raised my suspicions.



I exchanged several telephone calls with Sandra Soho and her partner George Smith who describes his occupation as a publicist. Sandra Soho noted her friend Sandra Falk as the kind of person who never threw anything away. Upon her passing, she had 20+ highway vans scattered around Oregon/California and possibly some other states. The vans contained some bizarre items such as 2 helicopters in pieces, a 28' satellite dish, at least 1 AK-47, and three automobiles, and a bunch of other junk. Their verbal approach was one of just trying to get rid of this stuff, but I found the opposite to be true. They wanted top dollar and would wait to get it. I attempted to see the cars or parts, but was never allowed to do so.

When asked about the value of the '68' GT 350 I informed them the going price was in the 90's, which it was at that time. A person could purchase nice cars all day long for that kind of money. Her car has been sitting for many years, has 100,000 miles on it and I later learned the color was changed from lime green to white. It would obviously be worth considerably less, which wasn't what she wanted to hear. Some time later I received a flyer attempting to sell the automobile. No price was listed but it was stated there would be a 10% finder's fell which would be \$25,000 if the car sold for \$250,000! Wow! The car also had "extensive communication equipment installed" but considering it hadn't been on the road for at least 15 years the equipment probably isn't high tech by today's standards. About a year later the seller informed me the car sold for \$124,000. To date, I still haven't seen this car.

of your personal items the club has asked that you pay %10 of the sale price to benefit the club. A motion was made and seconded that we purchase the Swap Meet space as offered by the Gehrings. A vote was taken, motion passed unanimously. Mark Pendergrass made the request that we look into having an electrical drop at our space so that we can run video of our track days. Gayle said that she would look into it.

Club President, Steve Thomas would like to know if there was an interest in having club participation at the Portland Roadster Show this year. Many members expressed an interest in participating this year.

Steve wanted the club to vote on our commitment for the track days, it was motioned and seconded that we ask for the July track day after the Historics and the track day in September, a vote was taken motion passed unanimously.

With no further business to come before the membership, President Steve Thomas adjourned the meeting at approximately 7:30 P.M.

Respectfully submitted: Paul R. Blanchard, Secretary

TOOLS EXPLAINED

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh -- '

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit

The Barn Find Shelby(s)

By Bob Ground



Every month, it seems as though one of the national automotive publications comes up with a story about a new barn find. There was the Bugatti Allante that recently sold at auction for over 4 million dollars, the big block Pontiac Tempest drag car, Jay Leno's Duesenberg in a New York City garage and then the original Cobra in San Francisco, completely original down to the rust on the wire wheels. As one can imagine, chasing down a barn find can yield some unusual results and this is about 2 barn find Shelby's here in the Pacific Northwest. So as Paul Harvey would say, here is the rest of the story.

It started with Gary Kelly who resides in Bend, Oregon and is a founding member of SAAC NW. Gary received an undated flyer from "Motion Control Buyers Guide" regarding 2 Shelby's, a 4 door Lincoln and a van load of Shelby parts that were part of an estate sale from Sandra Falk (deceased). This information was passed on to Fred Gehring since he was club Vice President at the time. Fred then contacted me and asked "what do you know about a couple Shelby's for sale in Klamath Falls"! Well, not a darn thing – so Fred informed me the vehicles are owned by a Dr. Sandra Soho and he provided her phone number. Hard copies of the relevant paperwork would be forthcoming in the mail.

To establish a timeline, one of the letters was dated June 25, 2006 and described the cars as follows: One is a 1966 Shelby GT with a 365 engine. There is approximately 100,000 miles on the clock and the car was repainted 10 years ago. Second vehicle is a 1969 Lincoln 4 door, white with black vinyl roof. The car has 30,000 miles on it and the front seat has minimal wear. The third car was reportedly difficult to view because it was in a car trailer. It was supposed to be a new Shelby and the interior smelled like a new car. This car was supposed to be a backup if the 1st Shelby was damaged. In addition, there is a 40' trailer full of "authentic Shelby Parts" The parts were obtained from the factory when it closed and a hood, deck lid and assorted small parts were reportedly visible upon inspection. The letter was written to C. Brody Investment Motorcars in Weston, Florida. The letterhead is from "Motion Control Buyer's Guide" and "Motion Magazine" followed by website reference to "Motion Control.US" and signed by Dr. Sandra Soho. Pg. 11

Fellow Car Nuts:

Larry H. Miller just passed away. This is very sad news for the Cobra world. Larry was most gracious in bringing some of history's most incredible cars to many local car shows. He didn't hide them and squirrel them away. He wanted the world to see them.

I will never forget a local charity that held a car show a couple of years ago where Larry brought Comp Cobras, street Cobras, and GT 40's (notice I mention these cars in plural). There were more GT40's than street Cobras at the show! He took up 1/2 of the building. He even had the GT-40 MKII Ken Miles drove at the 1966 Lemans! He let us walk around the cars, take close ups, breathe on them etc. To him they were just cars, special cars to be sure, but people were more important to him than cars ever were or could have been. He was just a very kind man to be around. Every time I saw him, I thanked him for showing his cars all over the place. Without fail, every time he thanked ME for taking the time to come and see them!

Of course, we have had a special relationship with the Miller family for the past years with the incredible Miller Motorsports race track. Every time I see another track I get the willies! (and not in a good way!)

Too many walls, too many accidents waiting to happen. Larry paved run offs, widened lanes and did everything he could to make the track as safe as possible. No one ever realized how much money he spent to keep us from plowing our cars into the wall. The track is superb and well worth the trip here to Utah to experience it.

Our sincere condolences to the Miller family,
David Kirkham

into the trash can after you cut on the inside of the line instead of the outside edge.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

DAMN-IT TOOL: Any handy tool that you grab and throw across the garage while yelling 'DAMN-IT' at the top of your lungs. It is also, most often, the next tool that you will need.

OREGON RACEWAY PARK
 RATES AND FEES 12/1/08 THROUGH 12/31/09

<u>TRACK RENTAL</u>	<u>Mon – Thu</u>	<u>Fri-Sun & Holidays</u>
Full Course Rental	\$3,500 Per Day	\$6,000 Per Day
	Rent 2 or more consecutive days and receive a 5% discount.	
Support Services		
• Track Supervisor		Included
• Security/Gate Attendant		Included
• Standby Fire Services		Included
• Sanitary Services, 6 portable toilets.		Included
• Timing Equipment		\$150/day
• Overnight (dry) camping		No Charge

SPECIAL RATES:

Exclusive Testing (Mon – Thu)	
1 or 2 Cars or Motorcycles:	\$2,500 Per day
Add'l. Cars/Motorcycles (Up to 6 Total)	\$ 500 Each per day

Short Notice Bookings:	Please call for availability and rates
Short Course Configurations:	Please call for availability and rates
Off Season: (12/1 through 2/15):	Please call for availability and rates
Extended hours (All days - Before 7am and/or after 6pm)	\$250.00/hour w/30 day notice or \$300.00/hour last minute.

ORGANIZER'S RESPONSIBILITIES

- | | |
|--|---|
| <ul style="list-style-type: none"> • Ambulance Services • Towing Services • Advanced Fire & Rescue Standby • Course Marshals and Starter • Additional Security • Additional Sanitary Facilities • Worker Accommodations | <ul style="list-style-type: none"> • Catering Services
<i>ORP is currently developing contacts to assist you in acquiring these services and others that may be needed. Renters may provide their own services as long as they comply with all insurance requirements.</i> |
|--|---|

INSURANCE

- **Event insurance is required of all rentals (Except Exclusive Testing)**
- Renters may provide their own Insurance. Please call for current coverage requirements. Certificate of Insurance Required
OR
- ORP can provide coverage under our policy at the following rates. (Please call for specific details and event rates)

EVENT	FIRST DAY	ADD'L DAY
Motorcycle Events: Starting at	\$1,005	\$253
Automobile Events: Starting at	\$849	\$213
Karting Race Events:	\$3,662	\$916
Motorcycle Road Race Events:	\$4,187	\$1,047
Automobile Club Race Events:	\$1,681	\$422

ADDITIONAL INFORMATION

- Rental dates must be secured with a written contract and minimum deposit of 40% of event rate.
- Users renting the facility shall be prohibited from sub-leasing any portion of the facility without first obtaining written permission of ORP.

For further detailed information or to receive rental documents, please call (541) 333 - 0810 or email us at info@oregonraceway.com.

PLEASE NOTE: Rates and fees listed on this schedule are subject to availability and to change, addition or deletion without notice, at the discretion of ORP Management.
 11/08

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