



THIS MONTH
May 2009

- ❑ NW
Maupin/Grass
Valley Run
- ❑ Rose Cup Races
- ❑ Practice
Invitational

NEXT MEETING:
SUNDAY May 17th,
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
cobrabrm@verizon.net

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
judydani@msn.com

Track Stewart- mark Pendergrass, 503-662-4395, email
mpendy@dishmail.net

Web Master- Rick Sattler, 503-646-8555, email
redsvo@verizon.net

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/>

May 2009 Table of Contents

- April Minutes- pgs.1-4
- A Great Story from President Steve pg.5-6
- 2009 NW Maupin/Grass Valley Schedule pgs.7-8
- Rose Cup Races pg.9
- House Bill 2186 pg.10
- Practice Invitational Pg. 11
- Events Calendar pg.12

"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

Crawford Winch Service & Repair



Ken Crawford
4351 SE Jackson St.
Milwaukie, Oregon 97222
Phone : 503-786-0729
Cell : 503-319-4377

res
beels
haust
rkes
rcks
rusts

- DEF
- Oil Changes
- Maintenance
- Fleet Service
- All Mechanical
- Engine Tune-up
- Clutches
- Drivetrain

Foreign / Domestic • Cars / Trucks
4827 NE 135th Ave. • SHOP: 503-257-1477
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...

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 19 April 2009



President's Report

President Steve Thomas brought the general meeting to order at 6:05 P.M. Steve then asked club Secretary Paul Blanchard for his report.

Secretary's Report

Secretary Paul Blanchard read the meeting minutes of the SAAC NW 15 March 2009 meeting. Paul asked if there were any corrections or additions to the minutes as printed in our newsletter. It was noted that in the Vice President's Report where it was reported about the "potential cruise to Thunderhill Raceway",

should have been to the "Oregon Raceway Park". The minutes were approved as read with the one correction as noted.

Vice President's Report

Bill Meloy gave a list of events that we could drive to this year. One option was to go to the Wild Winds Ranch in Grass Valley. We would leave our cars at the track and the Ranch would pick us up and take us out to the ranch. At the ranch they have skeet shooting and trout fishing or if you are interested just go for lunch. The second option is a drive to Maupin, stay overnight with our cars and then the next day drive out to Shaniko and then drive out to Oregon Raceway Park. The third option is to tour out to Dave Lennartz's place where we could see the little red barn and some other items of interest including Dave's car collection and then drive out to Oregon Raceway Park. A vote was taken for the three options, the consensus at tonight's meeting would be to drive to Maupin for an overnight stay and then tour out to Oregon Raceway park the next day. The July tour is to the Historics at PIR, and then to our track day. Dan Jones talked about the big Mustang Roundup in Bellevue Washington on the 19th of July. Also on the 19th is the Councours D'Elegance at Forest Grove, Larry Cockerham wanted to know if we wanted to put on a club display.

Doug Buchner said that he would suggest two drives for August one to the Columbia River Gorge on the Washington side and then return on the Oregon side. The second suggestion was a cruise to the coast. The consensus at tonight's meeting was to cruise to the coast.

For September Bill Meloy suggested a cruise to Myrtle Creek as well. We also have a track day in September as well.

Bill Meloy said that he would like to suggest that the Vice President put together a guest speaker for our meetings. Help to make the meetings more informative and interesting. Bill said that he had asked a gentleman selling wax to come to our meeting as well as someone to talk with us about tires.

Dan Jones said that we have received an invitation to participate in a car show at the Deschutes County Fairgrounds, members can participate independently and then we can gather as a club at the event.

MHRC Report

Alternate Rep Paul Blanchard gave the MHRC report for the 14 April meeting.

Roll call was taken, 14 clubs were present. With regard to last months report regarding the ticketing that took place at the Portland Roadster Show, Dewayne

Caseday said that he has been working with a Mr. Don Anderson with the City of Portland, as of the moment the issue is still unresolved.

We received a report from a Mr. Trent Campbell, Les Pierce, and Jim Stewart with regard to their desire to manage the PRS. Big Don Van Dinter has said that he will not be back as manager for next years show, we need to be thinking about alternatives. They stated that as managers there objective is to preserve the history of the Portland Roadster Show restore its status as one of the premier shows on the West Coast and insure its future success by involving the next generation of automotive enthusiasts. They would like to put on the show and after the operating expenses are paid split the profits 50/50 with the Multnomah Hot Rod Council.

Mike Conn & Dewayne Caseday gave a presentation as to why they would like to put on the show, and they said that they would do it for free. Do we elect to go with Trent Campbell and his group for profit or do we go with Mike and Dewayne who are willing to do it for free.

We voted in the Pharohs car club as a new club into the MHRC. The Pacific Northwest Convertible Club asked for reinstatement, we elected to accept them back. Both clubs were confirmed with a unanimous vote. The Over The Hill Gang car club is considering asking for reinstatement as well.

The 2010 Portland Roadster Show will be held next year on April 16th, 17th & 18th. The Convention Center had already booked another show on our normal date so we would only have one hall available for about 150 cars which isn't enough for our show. We went back to them and asked if we could have a better date with access to more space for our usual display of about 300 cars. The council is looking at the 2011 show being held at the Portland Expo Center where the cost is lower and parking is much better with more spaces available. Dan Jones wished to make the comment that he felt that Trent and his group are qualified to manage the show with improvements over some problems that have occurred at recent shows.

Treasurer's Report

Linda Donahoo, our treasurer gave the beginning and ending balances of our checking account and our money market accounts. Our money market account matured on Friday. A general

PRACTICE INVITATIONAL PACKWOOD, WA JULY 3RD THROUGH THE 5TH PROMOTED BY MEMBERS OF NWAA

To All Autocross fans who have ever wanted to go to Packwood with a small group, here is your chance!

We are holding a one time NWAA invitational/practice event July 4th weekend. Three days, starting on the 3rd of July, 6 different courses, 50 drivers limit. Bring as many cars as you like.

Your not going to find another deal like this, we are charging \$50 per driver.

Only one hitch no pax, this is *not a competition for points*, just good friends and fun. Here is how timing works for this event, you run, drive behind the timing stand, pick up a sticky note with your time, you can paste it on your helmet, I don't care! Then get back in line to run, as much as you would like. Note to everyone "Bring extra set of tires". And for those of you who care, you can compare your sticky notes later.

We have limited spaces available, **first come first serve**. Deadline for registration and fees is **May 8th**. Hope to see you there!!

For pre-registration go to: <http://nwaa.net.au.net/practice.php> And fill out the form.

Please mail a check to us after registering.
NorthWest Autosports Association
P.O. Box 657
Cannon Beach, Oregon 97110

Your spot isn't guaranteed until we receive your money!

Contact information:

Terry Bartolus HM# 360-665-5359 cell # 503-741-7617 email tbzrx7@hotmail.com

Lisa Lyons cell# 503-717-2942 email lyonslisa@aol.com

Brian Pimm email bpimm@isp.com

Jeremy Pimm email jpimm2002@yahoo.com

Oregon Introduces Bill to Prohibit Sale of Aftermarket Parts

Denny Gaston forwarded this from the BMW Automobile Club of America, Portland

At the request of Governor Theodore Kulongoski, the Oregon Speaker of the House has introduced legislation H.B. 2186 to prohibit the sale and distribution of aftermarket motor vehicle parts if alternatives are available that “decrease greenhouse gas emissions from motor vehicles.” The bill is primarily focused on aftermarket tires and would authorize the Environmental Quality Commission to implement enforcement regulations, likely based on a rolling resistance calculation.

We urge you to Contact Oregon Speaker of the House Dave Hunt and Members of the Environment and Water Committee immediately to Request their Opposition to H.B. 2186.

H.B. 2186 would regulate fuel economy, an authority reserved to the federal government. H.B. 2186 could ban tires that may have improved performance, handling or appearance features, based solely on a rolling resistance rating. In addition, this program could easily distract consumers from focusing on more important safety issues such as tire inflation and overloading of vehicles.

H.B. 2186 would force consumers to purchase only original equipment manufacturer (OEM) tires because the program essentially exempts OEM – selected tires and unfairly implies that they are superior to aftermarket products.

H.B. 2186 could prohibit aftermarket parts designed to either personalize or optimize specific vehicle performance attributes including handling, towing, suspension, fuel economy, etc.

H.B. 2186 provides broad authority to government regulators and could limit a range of aftermarket parts currently available to consumers based on the subjective determination of government regulators. DON'T DELAY! Please contact Oregon Speaker Dave Hunt and the House Environment and Water Committee immediately to urge his opposition to H.B. 2186 at http://www.bmwacaportland.com/oregon_hb_2186

discussion followed with regard to the need for money in our checking account to be able to fund our track days. The motion was made and seconded that we transfer money from our CD account to our track day account to help defray the costs of putting on the event.

Newsletter Editors Report

Lynette Spohn apologized for the fuzzy pictures that were printed in the newsletter said that the pictures she received weren't of high enough resolution to be sharper when they were enlarged for printing. Lynette said that she learned later that there are pictures that were taken professionally that she could have had access to. Lynette is still interested in photos and stories of your car please send them in so they can be featured in our newsletter.

National SAAC Rep

Dan Jones said that the SAAC National Convention No. 34 won't be held at the track at Milville New Jersey on the 31st of July through the 2nd and 3rd of August as originally planned. Instead they will be holding the convention the first full weekend of August and it will be held at the Beaverun Motor Sports Complex at Wampum Pennsylvania. The track is located just north of Pittsburgh. The Sheraton headquarters hotel is already sold out. If you are planning on going to the National Convention you can get more information on their web-site.

Fred Gehring wanted to mention that SAAC National members had received a letter from SAAC National informing them of the Dana Mecum auction that will be held on May 13-17 in Indianapolis Indiana. The auction will be shown on cable HD television. They will be auctioning off 20 original Shelby Mustangs and an Allan Mann lightweight GT-40 and an original Daytona Coupe No. 2601 as well as many other original Shelby American pedigree cars. You can go to the Dana Mecum website and see pictures of the cars as well as a brief description it may be the auction of the year.

Track Steward's Report

Mark Pendergrass gave his report said that he has been able to pass out some track day flyers at an SCCA event at PIR. Mark drove his Shelby out to PIR and said that there was an original Dark Moss Green 1967 GT-350 Shelby Mustang driven by its original owner from Tigard. The car is all original and un-restored, it backfired and blew out the original muffler about a week prior to the meet at PIR.

The car only has 53,000 original miles.

Doug Buchner talked about liability insurance for track day and said that most policies won't cover the passenger. If you drive your car at the track and have an incident where the passenger gets hurt maybe they have their own insurance maybe not, if not the responsibility falls back on the owner/driver of the car.

Webmaster's Report

Webmaster Rick Sattler wasn't at tonight's meeting will be present for next month. Steve Thomas wanted to give a word of appreciation to Rick for our website said that it is one of the best web sites of any club. If anyone has items for sale it is ready to accept ads for cars and parts.

Old Business

Steve wanted to express his appreciation to Fred and Gayle Gehring for their club booth at the Portland Swap Meet. It was well attended and Steve said that next year he would like to have a mock-up of an original Shelby high performance engine to help bring people to our booth. Several flyers were given out as well as an opportunity to sell our club to new members.

New Business

President Steve Thomas wanted to have a nomination for Bill Stephens to receive honorary membership in SAAC NW. Bill as most members know from a previous article in our club newsletter had successfully raced an original Cobra back in the day. Bill has been and still is an ardent enthusiast and supporter of the racing community at PIR.

Dan Jones made the motion that Bill Stephens be made an honorary member of SAAC NW, seconded by Bill Meloy. A vote was taken motion passed unanimously.

A raffle was held with the remaining unsold club merchandise being given away to some happy owners.

Doug Buchner brought in some neat die-cast models, one a new Mustang in racing livery and a shiny aluminum bodied version of what a new Ford Daytona Coupe may look like. Both models are from GMP, and have good detail.

Dave Lennartz brought in a 1:12 scale Cobra also from GMP, quite impressive to say the least.

With no further business to come before the membership, President Steve Thomas adjourned the meeting at approximately 7:50 P.M.

Respectfully submitted: Paul R. Blanchard, Secretary

ROSE CUP RACES JUNE 12-14TH

Remarkable Road Racing and a Return of the Trans-Ams!

The annual Rose Cup Race, the oldest amateur road-racing event west of the Mississippi River, has been popular with West Coast racing enthusiasts for five decades. The 49th running of the Rose Cup Race features more than 400 amateur drivers in varied classes of racecars. It's one of the featured events of the Sports Car Club of America, a 60,000-member not-for-profit national organization featuring more than 2,000 amateur and professional motor sports events each year. Races like Portland's prestigious Rose Cup, organized by the Oregon region of the SCCA, represent the grassroots motor sports participation that typifies the club.

This is a weekend full of excitement with plenty of continuous racing action and exhibits that give the whole family a chance to discover the world of motorsports.

Unique to the Rose Cup Races is the Festival Trophy Race, which debuted in 1997 as a companion feature race that rotates between different regional points race groups. The Porsche Club of America holds the Porsche Cup race during Rose Cup weekend as well. Carrera Motors of Bend, Oregon, is presenting sponsor of the Porsche Cup race again this year.

An exciting new feature to the 2009 Rose Cup Race weekend is the return of the SCCA Trans Am Series. Portland is currently the only west coast stop slated for the ground-pounding action. Founded in 1966, the Trans-Am series has produced some of America's finest racing drivers, including Mark Donohue, Tommy Kendall, George Follmer, and Wally Dallenbach. The series raced in Portland 21 times from 1975 through 2005 and served as the Rose Cup race from 1975 through 1983. In 1984, Trans-Am became a regular support race for Portland's annual Champ Car race. The Trans-Am series went on hiatus at the end of the 2006 season, falling victim to a declining car count and crowded pro racing calendar. Plans for the re-launch include title sponsorship by Muscle Milk, a sports performance drink. Trans-Am driver Greg Pickett owns Muscle Milk.

Two popular features from the 2008 Rose Cup Races will return in 2009: Friday Night Drags and the Second Annual Rose Cup Races Cruise-In. Throughout the summer, Friday Night Drag Racing is a staple at PIR - and for Rose Cup weekend we'll expand to two nights, Friday and Saturday. Drag racing will be held after racing & qualifying by Rose Cup race groups on Friday, June 12 and Saturday, June 13. Due to safety reasons, drag racing will only take place weather-permitting. The Cruise-In will take place Saturday, June 13 from 10:00 AM - 4:00 PM. Entrants can show off their Pre-1973 Hot Rods, Customs or Cool Rides and compete for Prizes and Trophies.

Drivers can visit RoseCup.Com for participant information from the Oregon Region SCCA.



The preliminary schedule is:

June 6, 2009

9:30 am	Meet at the Sandy, Oregon, Safeway, 37601 Highway 26. Everyone will sign in and we will select a CB radio frequency for communication. Bring a radio if you have one. Club radios will be spread amount the cars.
10:00 am	We should leave at 10 sharp.
10:45 am	Short rest stop
12:30 pm	Imperial River Company. They will have water available to wash the cars and we can arrange them on the lawn between the hotel and the river.
1:00 pm	Lunch and other activities at the Imperial River Company. There will be free rafting available, barbeques, live music, resting, and relaxation.

June 7, 2009

	It is about a 1-hour drive to Grass Valley from Maupin. We may have two groups: (1) the early group that wants to stop by Shaniko to shop, look around, and possibly, the owner of the 1940s Texaco service station will have it open, and (2) the late group that leaves about 10:30 am to arrive at Oregon Raceway park at 11:30
11:30 am	Arrive at Oregon Raceway Park to have a good look at the facilities.
12:00 am	We may have a parade lap to get everyone an up-close look at the track with its elevation changes, wide paved surface, hidden apexes, and beautiful setting with views of Mount Hood and other mountains.
1:00 pm	We will probably have lunch brought to the track.
2:00 pm	Small groups can leave at any time. The Oregon Raceway Park asks that there be no speeding in Sherman County. They have a good relationship with the people in the county and want to keep it that way.

Bill Meloy checking out the Oregon Raceway Park track on March 29, 2009



Pg. 8



"Great Story from President Steve"

I think everyone has sold a car, only to immediately regret the sale. This happened to me back in the mid 70's, but the transaction really worked out in the long run.

The car I sold was a red 406 cu. in./405 h.p. Galaxie. I'd used it for a daily driver for some years, including daily trips between Portland and Corvallis. For some silly reason, I felt it was a good idea to sell the car when

someone offered me the same price I had payed for the it a few years earlier. Within a week I regretted the sale. I had other cars to drive, but they all seemed under powered and iffy in the handling department compared to the one I sold.

I kept an eye out for another super stock Galaxie, but at that time it was very hard to find one. Every time I went to look at one, it turned out to be a fake accompanied by some excuse involving a missing serial number plate, mysterious 1 of 1 non-crossbolted 427, special order extra small brakes or some other silly explanation. This was about the same time every Mustang with Cobra valve covers and a chrome air cleaner was advertised as a Shelby GT350. I soon gave up on this search.

A few years later, (early 80's?), I happened to pick up a copy of the Oregonian and turned to the car ads. It was probably the only time I'd looked at them that year, I think it was just something to do while waiting for an appointment. My eye was drawn to an ad for a 1963 427 powered four speed car for sale for a very reasonable price. I assumed the car would be a fake, but the telephone prefix, (back when they meant something), put the advertisers location nearby, so I called the number. I got the address over the phone and went to look at the car.

The real super stock Galaxies have nothing to distinguish them from regular Galaxies externally except for a small engine emblem on the fender. All the differences are under the sheet metal. On the super stock cars Ford installed larger wheel bearings, larger brakes, a larger fuel line, a re-routed front brake line, heavier springs, higher rate shocks, larger axles, a 4 pinion carrier assembly and larger wheels. The four speed transmission received unique high nickle content gears. For 427 cu.



in./425 H.P. cars, such as the one I was going to look at, the engine code should be "R".

The seller's house was easy to find and had a black 1963 Sports Roof Galaxie 500 sitting right in the driveway. The seller was in his 20's, and had purchased the car from his friend about two weeks earlier, just before losing his job. He hadn't even changed the car title to his name yet. I examined the car and found it was a real "R" code car with a real 427 under the hood. All the unique super stock parts were intact with the exception of the rear axle/spring assembly and hard to find fuel filter. At the distressed price the seller was asking, the car was a very good deal even with some parts missing. While I was talking to the seller his phone rang twice with calls about the car. I'd brought cash(just in case), and bought the car on that first visit.

About two days after buying the car I got a call from the seller asking if I wanted "the rest of the parts" for the car. I said I did, and met him at a warehouse in North Portland. At the warehouse I found the missing parts and a number of spare parts. He said these parts were "drag race" parts and had come with the car. I loaded up the parts and took them home.

I put the car back together with the missing parts and had it ready to drive. One day I drove it to work and somebody I worked with said it looked like his neighbors old race car, which used to be in a garage next to his house in Damascus. As it turned out, it was his neighbors old race car. The neighbor had purchased the car when new and drag raced it in, (I think) A/S NHRA classes. This was just before the MaxWedge Mopars came out and super stock classes replaced some stock classes etc. He said the Galaxie didn't do to well competing against the much lighter 409/425 Chevrolets and even lighter 413 and 426 wedge Chrysler cars. Somewhere along the way he decided to change the car to a single four barrel car to compete in lower classes, probably D/S or E/S by that time. By this time Chrysler had super stock about locked up and the Galaxie was retired. It sat for some time and was repainted and sold as a single four barrel car to a second owner. The second owner put two four barrels back on the car and used it as a daily driver for some time before selling it to the person I bought it from.

This was one time when the untimely sale of one car actually resulted in the purchase of a better one. The 427 Galaxie has more power and better handling, thanks to an improved roofline, than the one it replaced.

Steve Thomas



Pg. 6

2009 Shelby American Automobile Club—Northwest Maupin/Grass Valley Run—June 6 and 7

The trip to Maupin to show our cars and take in the festivities of Opening Day on the Deschutes River is on again. Added this year is a trip the following day to Shaniko and Oregon Raceway Park in Grass Valley.

2008 SAAC-NW Cars at Maupin



The hotel at the Imperial River Company is likely to be booked up soon. Their phone number is 1-800-395-3905. The web site is www.deschutesriver.com

The whole 2008 group along the Deschutes



Pg. 7