

THIS MONTH
October 2009

- ❑ September Minutes
- ❑ Upcoming Events

NEXT MEETING:
SUNDAY October 18th, 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

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shelbyamerican2000@yahoo.com

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Deprincess64@aol.com

National Rep.- Dan Jones, 503-659-6214, email
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Track Stewart- mark Pendergrass, 503-662-4395, 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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Ken Crawford
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Milwaukie, Oregon 97222
Phone : 503-786-0729
Cell : 503-319-4377

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 and 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.



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SAAC NW EVENT CALENDAR...

Oct 17th- The Annual Apple Run/Troutdale Factory
Outlets 1pm

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

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

Dec 5th- Holiday Banquet/Weatherford's Grand
Lodge 6pm-10pm



Pg. 12

Minutes of the SAAC NW meeting 20 September 2009

President's Report

President Steve Thomas brought the general meeting to order at 6:05 P.M. Steve asked for the Club Secretary's report for the SAAC NW Meeting on 16 August 2009.

Secretary's Report

Secretary Paul Blanchard read the meeting minutes of the SAAC NW 16 August 2009 meeting. Paul asked if there were any corrections or additions to the minutes as printed in our newsletter. New member Barry Schnittger from Corvallis Oregon said that in the minutes there was a listing of cars that he has owned in the past but doesn't own now. He currently owns a real nice black 1966 Sunbeam Tiger. With the correction noted to the minutes the minutes stand as read.

Vice President's Report

Bill Meloy wasn't present at tonight's meeting did call Steve and said that the annual Christmas Banquet will be held at the Weatherford Commons in Oregon City on the 5th of December. Bill wanted to know if anyone has an idea who we might get as a guest speaker. A comment was made by a club member that he thought Fred Gehring had an individual in mind that had European experience working on Jensen Interceptors.

Treasurer's Report

Linda Donahoo, our treasurer wasn't present at tonight's meeting did call Steve and gave him the treasurer's report. We do have a good treasury, Steve read the beginning and ending balances of our checking account and

our money market accounts. All of the totals were read before the track day expenses were paid.

Track Steward's Report

Mark Pendergrass gave the track steward's report. Mark said that the way it laid out with Mark Wiggonton, manager of PIR, that instead of cancelling our track day they would work with us to keep the track day. Mark Wiggonton said that they would charge us the first \$1,500 of income for PIR anything after that amount would go for our expenses and anything after that would go back to PIR.

Mark Pendergrass said that as it turned out we were able to break even. We had cancelled our SCCA turn workers to help lower costs and we were able to get good club participation for turn workers. Mark wanted to express appreciation to Linda Donahoo for her efforts, did a great job. Dan Jones wanted to express his opinion about the track day said that it he thought it went real well.

MHRC Report

Alternate Rep Paul Blanchard gave the MHRC report for the 11 August meeting.

Paul wasn't able to attend the meeting, checked with big Don Van Dinter with Associated Fords of the 50's Car Club. Roll call was taken 11 clubs were present 9 absent we have a quorum. Meeting minutes were read for July.

The Portland Roadster Show for 2010 will be different because of our only having two halls instead of three.

Planning for the 2010 show is continuing we have some additional sponsors on board.

For the 2011 show we will be at the Portland Expo Center.

On the Portable Dyno that had been promised to the MHRC the donor is a



The Annual Apple Run *October 17th, 2009*

- Cost \$12.00 per person please bring cash—this includes tip at Hood River Golf Course Dinner at 5pm
- Meet at factory outlet stores in Troutdale at 1pm.
450 NW 257th, Troutdale---in parking lot in front of Hanes Outlet Store
- You are welcome to bring family and friends
- Daily driver okay to use if weather is nasty.
- Bring a spare pair of shoes in case you trollop in mud. (you never know hee-hee)
- RSVP at meeting or to Charles and Karen Rudy (503) 669-8258 or Ann (503) 656-3891 by October 10th**

Take a ride out in the beautiful Hood River Valley. It is a beautiful drive while taking in the fall leaves changing colors. We stop at Kiyokawa Family Orchards which have dozens of varieties of apples and pears for sale. There is usually a band and various actives taking place on the farm while you wander around taste testing the various kinds of apples and pears. We will then cruise on down the road to Apple Valley Country Store. You can taste various homemade jams like Vanilla Pear Jam. They sell pies and alike. You won't be disappointed. Then onto Rasmussen's Farm where you may purchase your holiday gourds and pumpkins if you'd like or you can try your hand at pumpkin bowling or just walk through a corn maze. We will then cruise up the road to Hood River Golf Course where we will be served a country BBQ.

Menu

*Cherry wood smoked ribs
Pulled pork sandwiches
BBQ Chicken
Homemade pear coleslaw
Apple Cider baked beans
Dessert*

Next, all of the plugs should be removed and a sticking preservative spray used to coat the valves and cylinder bore as well as piston. Adding a heavy oil which will have trouble getting past the oil ring can also be done in conjunction with a preservative spray.

Products like WD-40 and other penetrates, no matter how effective in day to day uses are not to be considered or used as preservative sprays. They do not stay on the surface of metal during long term applications.

Light oils can also be used inside generators, starters and other equipment but avoid soaking the carbon brushes.

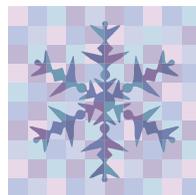
Any and all grease and oil cups and fittings should be filled with new high quality greases and oils. Undercarriage components such as springs, control arms and other moving suspension parts should be sprayed or brushed with oil. Avoid coating the brake flex lines with oil as, although resistant to oil damage, they are not invulnerable. The same goes for any and all rubber on the car. Avoid coating with oil. Instead a good quality rubber dressing can be applied to insure at least a few years before they start to dry out. Rubber on the prewar cars is all organic and dries out and breaks down over time. Dressing it will keep it supple for a longer time and you may avoid the replacement of all of these later on.

Chrome, nickel, brass and even stainless can be preserved by coating with grease but avoid white lithium which dries and provides little protection or greases with sulphur in them which can attack bright work over time.

As a last step you must insure that all of the wheel bearing and U-joints are properly greased and it is a good idea to remove the brake drums, grease all the movable fittings and back the shoes away from the drums that they won't seize. Once they are backed away you can coat the inside of the drum with a thin layer of grease to prevent rusting.

Now for the most important step of all. Write down all of the procedures that you have done, omitting none of them. At the other end of the storage you may not remember what you did. Without a list of what was done, recommissioning a car that has been laid up for long term storage can be a costly exploration. With a list it is quick and efficient and a car can be fired after just a few hours of work. The nice thing is that it can be fired up and be almost ready for the road rather than being the subject of expensive and time consuming renovations which is always the case when a car is not store properly.

Time and storage is as hard on a car as misuse and neglect. Storing a car properly will save thousands of dollars down the line.



man that had cancer, it went into remission, has now come back. He has a positive attitude with respect to the MHRC, felt that we would do his memory justice.

The donor had the Dyno for sale, didn't receive any offers, in the interest of time he chose to offer it to the MHRC. He has now received a cash offer for the Dyno, will probably accept the offer. Because we weren't able to act quickly enough, it looks like the donation of the Dyno to the MHRC won't happen.

Newsletter Editors Report

Lynette Spohn wasn't present for tonight's meeting, Larry Cockerham mentioned that she had received pictures from Rick Young on the coast trip. Lynette would like additional pictures and stories about your car or related automotive project.

Webmaster's Report

Webmaster Rick Sattler talked about the pictures that were available from our track day, they are posted on our web site. There are about 500 photos that were taken by a photographer from different points on the track, Rick has them linked to the pictures page.

Rick said that he is still looking for more pictures, if you have any pictures that you would like to put up on the site that you have taken at one of the club events please send them to Rick.

National SAAC Rep

Dan Jones said that the SAAC National hasn't given him anything new to report. May 6, 7 & 8, 2010 is the date for the SAAC National Convention

which will be held at Willow Springs, California.

New Business

Mark Pendergrass gave the report on the letter we had received from PIR asking for the 3 dates that we would like for our track days in 2010. The dates need to be submitted to PIR before September 25th. We need to decide on some dates that we would like to have tonight. The dates that we decided on were 12 July 2010 and the 15th of September 2010, after the Labor Day holiday.

The thought of having our track day at Grass Valley was also discussed; there were numerous possibilities that were presented.

Dan Jones talked about a new feature that will be present at the Beaches Cruise-In at PIR during the summer. Trent Campbell who puts on the Portland Transmission Warehouse Show will be having some various vendors present at the show. He will have Keith Cannutt of Horse Shoe Rustorations there along with Dan Jones. There will be a total of 10 to 15 shops that will be represented offering their services for everything from body and paint to upholstery and other services.

This is the month that nominations for new officers will be taken, it was decided at tonight's meeting that we would postpone it for tonight, take nominations next month.

Steve Thomas adjourned the meeting at approximately 7:10 P.M.

Respectfully submitted: Paul R. Blanchard, Secretary



Lastly your brakes should be looked after. In cars without hydraulic systems there is not much of a problem and little needs be done aside from a standard check in the spring but hydraulic systems are not fond of winter storage.

Once again water, in the form of condensation, is the problem. Brake fluid absorbs water and when a system is in use it will usually stay in suspension because of the agitation and increases and decreases in pressure. When a system is at rest the moisture will start to leave the suspension and it will sit under the hydraulic fluid as it is heavier. As winter wears on, continual and rapid changes in temperature will cause even more condensation and further aggravate the problem.

The water sitting in the system can, and will, cause pitting in the master and wheel cylinders which will ruin the rubber seals and lead to a failure. Water in the steel brake lines can even cause rust to work from the inside out which can cause a leak at the worst possible moment as weaknesses in brake systems usually occur when they are being used their hardest.

Getting the car and giving those brakes a pump every week or so during the winter will help but not eliminate the problems. Topping up the master to its fullest will also help as it provides less room for condensation to form. If you intend to store a vehicle for long periods of time, drain the system of standard fluid and replace it with the new D.O.T 5 fluid which will not absorb water. Make sure that it is bled through the whole system. If you intend to not only store the vehicle with D.O.T 5 but operate it with it make sure that you check your system completely. This fluid has a greater seeking ability than standard fluids and as a result it will find ways out that the others won't. In order to use it you will have to insure that your system is in tip top shape.

Smaller animals such as squirrels, chipmunks, rats and mice are almost impossible to keep out of older buildings and even most new ones. This means that you have to keep them out of your car. The old method was to liberally salt mothballs throughout the interior of the car, but this is almost as damaging as the rodents and leaves the car with a distinctly unpleasant odor which is as unpleasant as the odor of mouse urine. Mothballs can be used effectively under the car to create barriers over which most creatures will be reluctant to pass. If this is used in conjunction with another simple procedure you can almost guarantee a rodent free car come spring.

When a car is prepared for long term storage a lot of steps taken for short term are the same. The differences between the two kinds of storage are dramatic however in some cases.

For instance, where you fill a gas tank right up in over winter storage, you empty the tank and fuel system entirely. This includes fuel pumps, gas lines, vacuum and especially carburetors. If the storage period is going to be a really long one, the filling of the systems with light oils is recommended. If that is to be done it will have to be totally filled to stop condensation.

The radiator and water jacket must also be drained completely. Removing the bottom hose and loosening the rad cap will allow the radiator to remain dry. Flushing the system before storage to clean out chemical and oxide build-ups is another step that can be taken after which the thorough draining of the system can be done. Flushing will remove deposits which can turn into cement like obstructions which are almost impossible to remove after storage.

Another thing that is recommend is to fill the crankcase right up with a light preservative oil. If you are filling the crankcase put enough oil in to completely submerge the crankshaft and all of the piston rod bearings. This will be a fair amount of oil.

WINTER STORAGE

It doesn't take very long in this country for the summer driving season to come to an end. Sadly enough, this one is just about over. So now its time to put the car away for another season.

There are a number of steps that you can take to insure that your car isn't damaged by winter storage. Some of them are just common sense but others are perhaps a little more difficult to get reliable information on. The follow will, I hope, be a good guide for both short tern and long term storage problems.

First off, don't just drive the car into the garage, turn off the ignition and walk away. You might think that a months stay with no preparation isn't going to hurt the car but you are playing with dice that are loaded against you.

Ideally you want to store the car in warm, heated, dry storage, but for 99% of the population this is just not possible. Barring that, here is what you do. If you have storage with a concrete or earthen floor you have to put a barrier between the car and the floor. This can be a good plastic vapor barrier which you can tape segments to insure a seal. Sheets of plywood can also be used but are more expensive.

Jack the car up is a good idea, but supporting it on its frame is a bad one. If you want to get the car off its tires, put the jack stands under the axles and suspension. This insures that the proper loading is maintained on the suspension. If you hang it up in the air on the frame with all of the suspension components dangling at full extension you will put stress on the parts that they were not designed to tolerate.

You will not usually want to empty out the fuel system but what you can do to prevent the accumulation of moisture in your tank and the forming of shellacs through your carb is to fill the tank right up to the top with gas. This disallows a lot of the condensation that will form in and sit under the gas rotting the bottom of your tank. You can add some alcohol as well which will bind any water already present. Next put in a gas stabilizer which can be obtained from automotive supply stores.

Put this in and run the motor to insure that the stabilizer reaches all throughout the system and is present in the carb float bowl. The instructions will indicate for how long you will need to idle the car. You can remove the plugs and spray in some light oil or if you are lazy you can pour a little carb treatment or transmission fluid down the carb until the motor stalls. Be warned though, if you do this you should probably clean the plugs in the spring before you start up.

Draining the cooling system is a really good idea. Before you do make sure that the coolant in the motor is strong enough to survive minus forty degree temperatures. This is just in case you don't manage to drain it all. Drain the coolant fluid from the bottom of the rad by either opening the bottom petcock or by removing the lower rad hose. The rad hose is messier but doesn't take as long. An important warning here. You must clean up any spill because antifreeze tastes sweet but is very toxic. Less than an ounce can kill the family dog and dogs will often be quite happy to lap up more than this, especially puppies. Wildlife will be similarly affected so don't leave uncovered containers laying around.

Last, remove your battery or at the very least remove one terminal. Twelve volt batteries are not as sensitive but you will still need to make sure that they retain a charge all winter. If you loose the charge in your battery it can freeze which means that it is just a heavy chunk of garbage. You can purchase small chargers called battery minders which go on and off as required during the winter. They are not expensive and seem to me to be a really good idea.

SHELBY AMERICAN AUTOMOBILE CLUB NORTHWEST

Announces: HOLIDAY BANQUET
Date: December 5, 2009 (Saturday)
Time: 6:00 pm to 10:00 pm
Place: Weatherford's Grand Lodge
602 7th Street
Oregon City, OR 97045

Schedule:

First	No-host bar and story swapping
Second	Dinner
Third	Speaker with Interesting Stories to Tell
Fourth	Possible Gift Raffle Possible "Grease Monkey White Elephant Exchange"
Fifth	We drank it!!
Sixth	Installation of New Officers
Seventh	Presentation of "Bent Le Mans Rod Trophy"

Dinner Menu:

Starter

Garden Salad with Balsamic Vinaigrette

Entrées

Chicken Piccata

capers, lemon, butter, white wine sauce, served with mashed potatoes and vegetables

Top Sirloin

topped with mushrooms and caramelized onion served with mashed potatoes and seasonal vegetables

Meatloaf

served with vegetables, mashed potatoes and gravy

Chicken Alfredo Fettuccine

fettuccine pasta and grilled chicken tossed in our rich creamy, garlic, parmesan sauce

Price, each:

Twenty-two dollars

It's time to start thinking about nominations of new officers, here's a place to jot down your picks!

President

- 1)
- 2)

Vice-President

- 1)
- 2)

Secretary

- 1)
- 2)

Treasurer

- 1)
- 2)

Newsletter Editor

- 1)
- 2)

Nat'l Rep

- 1)
- 2)

Track Stewart

- 1)
- 2)



A Special Thanks...



We have a long standing club member who has helped many of us out over the years with his time and energy. You can add me to the list of those he has helped. I had a very tired motor that needed help right away, something like a heart patient who needed a transplant. Even though I had plans to Get-er-done a year had passed with no surgery date scheduled. Larry Cocherham pushed me with his gentle words... You better get it done bud, I will be over to help

pull the motor. So we did and Paola's did a great job on the machining and the car runs better than it has ever run. Thanks again Larry for your inspiration and support the club needs guys like you.

Best regards,

Rick Young

