

For information about **SAAC NW**

Or activities, call any officer

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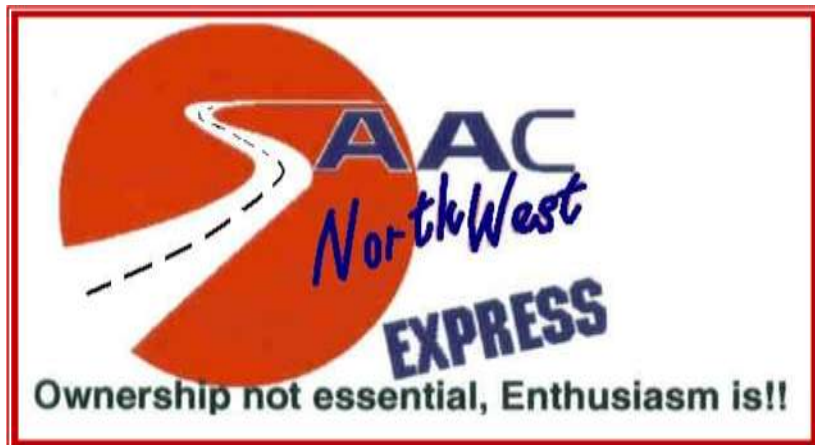
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SAAC Northwest Express is a monthly newsletter of Shelby American Automobile Club Northwest, a regional club formed in 1978 for the purpose of preserving & enjoying Shelby and other Ford/Mercury Performance cars.

Web Page address/emails:

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



January 2010

Next club meeting January 17, 2010 at

Wilsonville Denny's at 6pm

## **MUSTANG CARS NEEDED FOR CAR SHOW**

THE CENTRAL OREGON ROD & CUSTOM SHOW IS MARCH 19, 20 & 21 AT THE DESCHUTES COUNTY FAIRGROUNDS INDOOR ARENA. THE DESCHUTES COUNTY MUSTANGS CAR CLUB HAS BEEN ASKED TO FILL THE UPPER LEVEL OF THE ARENA WITH MUSTANG CARS OF ALL AGES. WE STILL NEED CARS TO FILL THE AREA. IF YOU OR SOMEONE YOU KNOW WOULD LIKE TO ENTER A CAR IN THE SHOW PLEASE CONTACT

EITHER GARY KELLEY, 541-382-0281,  
[gkelley@bendcable.com](mailto:gkelley@bendcable.com),  
OR DAN PATCHING, 541-317-5678,  
[dandi@bendcable.com](mailto:dandi@bendcable.com)

FOR INFORMATION ON THE SHOW GO TO  
[www.centraloregoncarshow.com](http://www.centraloregoncarshow.com).

## BOSS 302R: RACING MUSTANG NEXT GEN UNVEILED



**Dearborn, Mich.** — Forty years after its namesake became a road racing legend, the BOSS is back on track for 2010 with a new 5.0-liter V-8 engine.

In honor of the 40th anniversary of Parnelli Jones' 1970 Trans-Am championship in a Mustang BOSS 302 prepared by Bud Moore Engineering, Ford Racing is introducing the BOSS 302R, a factory-built race car ready for track days and road racing in a number of Grand-Am, SCCA and NASA classes. "To keep pace with consumer demand, the Ford team has built modern versions of the most iconic performance Mustangs over the years," said Jamie Allison, director, Ford North America Motorsports. "From Shelybys to Bullitt, Mach and Cobra Jet, it is now time for BOSS to join the list of America's most coveted Mustangs. The original BOSS 302 was a championship-winning legend and the new Mustang BOSS 302R will carry on the tradition. The Mustang was born to race from the start, and this new Mustang is bred to win."

The Mustang BOSS 302R is a serialized off-road-only vehicle ready to race. Each base model will come with a 5.0-liter four-valve engine and a six-speed manual transmission with a roll cage, race seats, safety harness, data acquisition and race dampers/springs, and a Brembo brake and tire package, starting at an MSRP of \$79,000.

And, with a special Grand-Am Homologation Package (M-FR500-BOSS R1), it will also be ready to compete in the Grand-Am Continental Tire Sports Car Challenge series (formerly known as Koni Challenge), starting with the season-opening race in Daytona on Jan. 29, 2010. As of today, five BOSS 302R race cars will be delivered to customers ready

to race in Daytona. MSRP of the BOSS 302R1 is \$129,000.

The Grand-Am Continental Tire Sports Car Challenge-ready Mustang BOSS 302R will feature a sealed high-output race engine with an upgraded cooling system, a close-ratio six-speed transmission with integral shifter, a seam-welded body, race suspension/Koni dampers and ABS brake tuning, race performance exhaust and a high-speed balance one-piece driveshaft.

The BOSS 302R follows in the very successful footsteps of its most recent road racing predecessor—the Mustang FR500C from Ford Racing. In 2005, when the Mustang FR500C debuted at Daytona, the first car was delivered on Wednesday of that week and won the Koni Challenge race on Friday.

In five years of competition since then, the Mustang FR500C has won three Triple Crown championships of driver, team and manufacturer's titles in Koni competition including back-to-back (2008 and 2009).

The FR500C has also seen success in Federation Internationale de L'Automobile GT4 competition winning the 2007 and 2008 driver's championships.

"We expect the BOSS 302R to continue the successful tradition of winning with [factory-built production-based race cars](#) from Ford Racing," said Allison. "The FR500C and FR500S road racing Mustangs, and the Mustang FR500CJ [Cobra Jet] for drag racing have proven to be great cars for our customers, helping teams win races and championships. We believe that the BOSS 302R will provide that same sort of competitive product for our customers with the tradition you can only get from Ford Racing."

Each Ford Racing factory-built production-based turnkey race car has won its competition debut.

"Racing has long served as a technical proving grounds for production engines," said Allison.

"What's good enough for the streets is now good enough for the race track. The 5.0-liter block and architecture in the Mustang BOSS 302R is the same as the 2011 Mustang GT."

"We have a great team on the BOSS 302R project," said Andy Slankard, Ford Racing engineering supervisor and the lead engineer on the BOSS 302R project. "Between our partners at AutoAlliance International, where the Mustang is built, Team Mustang, Multimatic and the entire Ford Racing team, we have once again proven to be a leader in turnkey production-based race cars."

[Available](#) through Ford dealers, a total of 50 BOSS 302R Mustangs will be built by Ford Racing.

Delivery is anticipated in the third quarter of 2010.

## ***THINGS TO LOOK FORWARD TO IN 2010...***

- Jan. 17th- SAAC NW Meeting- 6pm Wilsonville Denney's
- Jan. 28-31st- Portland Auto Show
- Feb. 6th- Petersen Collector Car Auction-Salem Fair Grounds
- Feb. 21st- SAAC NW Meeting- 6pm Wilsonville Denney's
- Mar. 21st- SAAC NW Meeting- 6pm Wilsonville Denney's
- April 9-11th - 46th Portland Swap Meet- Expo Center
- April 16-18th- 54th Portland Roadster Show- Convention Center
- April 18th- SAAC NW Meeting- 6pm Wilsonville Denney's
- May 9th- Mother's Day (just a reminder for those who forget)
- May 16th- SAAC NW Meeting- 6pm Wilsonville Denney's
- May 29-31st- British Open- PIR
- June 5th- All Ford Show- Washington County Fair Grounds
- June 11-13th- 50th Rose Cup Races- PIR
- June 20th- SAAC NW Meeting- 6pm Wilsonville Denney's
- June 20th- Father's Day and my Birthday.
- July 2-4th- Pacific NW Historic Races- SIR
- July 9-11th- Portland Historic Races- PIR
- July 15-18th- Mustang Roundup- Bellevue, WA
- July 18th- SAAC NW Meeting- 6pm Wilsonville Denney's
- Aug. ?st- All Ford Picnic- Champoeg Park, Wilsonville
- Aug. 15th- SAAC NW Meeting- 6pm Wilsonville Denney's
- Aug. 20-21st- Wapato Showdown- Gaston
- Aug. 26-28th- SAAC National Convention- Sears Point, CA
- Sept. 4-6th- Columbia River Classic Road Race- PIR
- Sept. 10-12th- Rod Run to the End of the World- Long Beach, WA
- Sept. 19th- SAAC NW Meeting- 6pm Wilsonville Denney's
- Oct. 2-3rd- Maryhill Loops Hill Climb- Goldendale, WA
- Oct. 17th- SAAC NW Meeting- 6pm Wilsonville Denney's
- Nov. 21st- SAAC NW Meeting- 6pm Wilsonville Denney's



# SAAC NEWS

December 1, 2009

## SAAC-35 ... THE BAD NEWS

*As much as we were looking forward to Willow Springs this coming May, it just won't work. A SAAC convention is like a giant jigsaw puzzle and try as we might, there were just too many pieces that wouldn't fit together. We appreciate Lynn Park and COCOA's enthusiasm and assistance, and we wish things could have worked out, but it was just not to be.*

## SAAC-35 ... THE GOOD NEWS

*NorCal to the rescue! The SAAC Northern California Region is the largest, most organized and best run region in the club. They have put on a Mini-Nats event just about every year for as long as anyone can remember, and if you like on-track activities, this is the group for you! Track time is their middle name. Infineon Raceway (we're old enough to remember when it was Sears Point) is one of the top tracks on the west coast. We visited this circuit for SAAC-13, back in 1988, and it was a very popular convention. We have every expectation that history will be repeated in 2010.*

*We are presently putting our heads together with NorCal's brain trust and we will soon be sending out another e-blast announcing convention details: a schedule of events, registration information and hotel room reservation details. Until then, here are some of the things that are on the convention planning table: a cruise night • an autocross • technical seminars and informational programs on Friday afternoon • Friday night welcoming mixer • Saturday concours and popular vote car shows • Saturday and Sunday open track • parade laps both days • vintage Shelby/Cobra race • vintage Trans-Am race • swap meet/manufacturers displays—including a display of Shelby's latest models • Saturday evening dinner and program • commemoration of the 45th Anniversary of the introduction of the GT350 and 427 Cobra.*

*Oh, and did we tell you there's also going to be a GT/CS Mini-Convention as part of the party? Early and late models • a special GT/CS seminar • GT/CS car show • and maybe some Ford designers and engineers.*

*With some help from our friends in NorCal, our 35th national convention is going to be everything you expect from a SAAC convention. All you have to do is show up!*

**August 27-28-29 2010**

**Infineon Raceway/Sears Point**

**WARNING: IF YOU MISS THIS CONVENTION, YOU WILL MISS THIS CONVENTION.**



## 5.0-LITER IS BACK!

### **2011 MUSTANG GT LEADS CLASS WITH 412 HP, FUEL EFFICIENCY, CHASSIS DYNAMICS**

**Dearborn, Mich.** — The 2011 Ford Mustang GT arrives with an all-new advanced 5.0-liter V-8 engine, developed by a passionate cadre of enthusiastic engineers who rallied around the common goal of delivering more than 400 horsepower.

The modern 5.0-liter four-valve [Twin Independent Variable Camshaft Timing](#) V-8 engine in the new Mustang GT will deliver 412 horsepower and 390 ft.-lb. of torque. At the same time, fuel economy is projected to be better than the previous model and unsurpassed in the segment.

“This all-new 5.0-liter engine is the next chapter in the development of the world-class Mustang powertrain portfolio,” said Derrick Kuzak, group vice president, Global Product Development. “It’s a thoroughly modern engine for the times, delivering the performance and fun-to-drive factor that enthusiasts want, while improving fuel economy.”

### **COYOTE IN THE LOBBY**

Many of the engineers on the development team have worked in the Engine and Electrical Engineering Building on the Dearborn, Mich., product development center campus. For years they walked past the original 5.0-liter V-8 Coyote Indy racing engine on display in the lobby, continually inspired by its mix of heritage, high technology and horsepower.

The powertrain development community had long wanted to develop a new 5.0-liter powertrain, with strategic discussions beginning in 2000. By 2007, the Mustang competitive landscape was beginning to change, a sign that the time was right for advancing the Mustang GT powertrain to world-class levels.

The team began 5.0-liter engine development with the objective of delivering 400-plus horsepower, on a timetable accelerated by 12 months without compromises in reliability, durability, fuel economy, or noise, vibration and harshness control.

“Nearly all of the team members have worked on other high-profile powertrain programs,” said V-8 Engine Programs Manager Mike Harrison. “They all had a clear vision of the work required on their particular component or subsystem. Their passion for engines, racing and delivering every last ounce of performance throughout the engine speed range really demonstrated that they put their heads and their hearts into this powertrain.”

Development test engines and benchmarks included 5.0-liter blocks, employing different bore and stroke measurements, GT500 four-valve-per-cylinder heads and cams, various intake manifold runner configurations, differing compression ratios and a deep-sump oil pan. The team also evaluated Ford Racing’s 5.0-liter “Cammer” V-8 crate engine for transferable best practices.

Extensive computer-aided engineering modeling, development engine experimentation and evaluation in combination with intricate machine work brought this promising, all-new configuration to jaw-dropping life in an accelerated time frame.

The result of this development is an *and* solution, not an *or*. 2011 Mustang buyers will enjoy the benefits of a powerful engine as well as responsible fuel economy.

### **TI-VCT**

A critical element in the 5.0-liter V-8’s ability to deliver 412 horsepower, with improved drivability, tractability and fuel economy from the 2010 Mustang GT powertrain, is enhanced TI-VCT.

For a high-performance application, the team specified cam-torque-actuated variable camshaft

timing. Using existing cam torque energy, with assistance from pressurized oil, meant that minimal upgrades to the oil pump were required, resulting in less parasitic drag. Increased volumetric and thermal efficiency gives faster Ti-VCT response at all engine speeds.

During the development phase, camshaft lift profile and port optimization started with higher-lift Ford Racing aftermarket units, modified for compatibility with various four-valve-per-cylinder heads. Extensive CAE and dynamometer testing was performed to fine-tune camshaft events and port flow for performance and fuel efficiency in conjunction with the variable camshaft timing.

The resulting all-new aluminum four-valve-per-cylinder heads feature a compact roller finger follower valvetrain layout leaving more room for high-flow ports for free-breathing performance. Head structure was designed to support higher cylinder head pressures and cross-flow cooling for sustained high-rpm use. Head bolt size was increased from 11 to 12 millimeters to contain the higher combustion pressures.

The aluminum block was developed for optimized windage and oil drainback under lateral conditions and high rpm, such as a track-day outing for an enthusiastic owner and driver. Increased main bearing bulkhead widths and nodular iron cross-bolted main bearing caps with upsized bolts were also employed to accommodate the significant performance increase.

An additional element is the increased capacity and baffling of the deep-sump stamped steel oil pan to enable sustained high-rpm use and offer the convenience of 10,000-mile oil change intervals. Piston-cooling jets also were incorporated for performance-minded customers and for faster oil warm-up on cold start.

Specially designed tubular exhaust headers were developed to maximize exhaust pulse separation and improve flow. A team analyst actually fabricated the tubular headers in his home workshop, bringing the CAE design to life.

#### **PERFORMANCE AND FUEL ECONOMY**

The 412 horsepower and 390 ft.-lb. of torque delivered by the 2011 Mustang GT 5.0-liter V-8 represent significant increases versus the 2010 model year output levels.

The six-speed automatic transmission on the 2011 Mustang GT will deliver up to an estimated 25 mpg highway and 17 in the city. This is up from 23 mpg highway and 17 city for the 2010 model. Six-speed manual transmission Mustang GT models for 2011 are projected to deliver 24 mpg highway and 16 city, matching the 2010 model but delivering significantly more horsepower and performance feel.

2011 Mustang GT fuel economy is enabled by the Ti-VCT, the six-speed transmissions in automatic or manual variations, EPAS and an additional rear decklid seal to enhance aerodynamics.

Fuel economy also is aided by engineering a lightweight powertrain. The engine, as shipped, weighs just 430 pounds. This represents a weight savings of more than 20 percent versus the previous 5.0-liter offering. Lower mass can be attributed to the aluminum block and heads, the lightweight composite intake manifold, composite cam covers and hollow camshafts.

#### **IMPROVED DRIVING DYNAMICS**

EPAS has made a dramatic contribution to Mustang GT driving dynamics, delivering quicker on-center steering response, increased effort at highway speeds and reduced effort required in low-speed parking maneuvers. EPAS allows specific tuning for the Mustang GT application.

The 2011 Mustang GT features an enhanced rear lower control arm to add stiffness, improve powertrain NVH control and sharpen handling. A stiffened rear stabilizer bar for better on-center steering is also included. Stabilizer bar diameters, spring rates and dampers all have been tuned for improved dynamics.

A Brembo brake package upgrade will be available for serious enthusiasts. This package includes 14-inch vented front discs from the GT500 Mustang, unique 19-inch alloy wheels and summer performance tires.

#### **ADDED CONVENIENCE CONTENT**

For 2011, Mustang GT offers drivers several new convenience technologies, including:

- Standard message center
- Integrated blind spot mirrors
- MyKey programmable vehicle key
- Illuminated visors
- Universal garage door opener
- Sun visor storage

## NEW LOOK

From the 5.0 fender badges to the new engine cover, Mustang GT honors and continues the proud heritage of its predecessors. The speedometer increases to 160 mph and the tachometer redline advances from 6,500 to 7,000 rpm.

Three vibrant new colors will be added for 2011 including Yellow Blaze Tri-Coat, Race Red and Ingot Silver.

## IMPROVED NVH CONTROL AND CONVERTIBLE RIGIDITY

For 2011, Mustang GT benefits from across-the-board NVH improvements. These include additional sound-deadening material on either side of the instrument panel, an additional seal between door and rocker panel to reduce wind noise and a real wheel arch liner to reduce noise on gravel or wet surfaces.

Mustang GT convertible models feature enhanced structural rigidity, with lateral stiffness improved by 12 percent versus the 2010 model. A tower-to-tower front strut brace is now standard, and the V-brace has been stiffened by adding gussets. The secondary crossmember also has been stiffened while a front Z-brace has been added, connecting primary and secondary crossmembers. A-pillar stiffening foam also has been added to increase rigidity.

“This powertrain honors Mustang’s heritage by raising the bar on performance while increasing fuel economy,” said Barb Samardzich, vice president, Powertrain Development. “For enthusiasts, such as the passionate members of the 5.0-liter V-8 team, it’s like having your cake and eating it, too.”

## Member’s Tips...

\*\*\*\*\*If you would like to submit tips and stories for our next newsletter edition, please send them to [deprincess64@aol.com](mailto:deprincess64@aol.com) with SAAC tips in the subject line.

***For early GT350s with 2.5"X10" rear brakes some additional rear brake fade resistance can be obtained using NAPA #6401130 brake drums. These drums have a larger bell and cooling fins. They are about 4 3/8" deep. These drums will fit the original Shelby backing plate but will not fit early non-Shelby backing plates.***

**Steve Thomas**



### **President's Report**

President Steve Thomas brought the general meeting to order at 6:10 P.M.

Steve asked for the Club Secretary's Meeting Minutes for the SAAC NW Meeting on 18 October 2009.

### **Secretary's Report**

Secretary Paul Blanchard read the meeting minutes of the SAAC NW 18 October 2009 meeting. Paul asked if there were any corrections or additions to the minutes as printed in our newsletter.

Dan Jones wanted to correct where it was printed, "February 8<sup>th</sup>, 9<sup>th</sup> and 10<sup>th</sup>, 2010 will be the Shelby Convention in Las Vegas." Dan said that is known as the Shelby Vegas Bash, has nothing to do with the Shelby National Convention. It is an event that is put on by Team Shelby to celebrate his birthday.

Dan Jones wanted to mention that for the National Convention coming up it was printed, "If you need garage space to rent go on the web site for Willow Springs and reserve your garage space as soon as possible." Dan said not to bother calling the track for a garage space as they are all locked up by SAAC National, if you want a space you will have to go through them.

### **Vice President's Report**

Bill Meloy wanted to talk about the annual Christmas Banquet which will be held at the Weatherford Commons in Oregon City on the 5<sup>th</sup> of December.

Bill said that we have a new guest speaker, Mr. Mike Bell. He is the Director for the Oregon Motorsports Museum. He is going to give a power point presentation on the preliminary Mustangs before the Mustang design was finalized. Mike should give an interesting presentation.

Bill wanted to remind everyone planning to attend the Christmas Banquet to bring an unwrapped toy for children as we have done in the past.

Steve Thomas wanted to mention again that as we agreed at last months meeting that each member would pay for their own dinner at \$20.00 per person with the club picking up the gratuity and any additional expense.

We are good to go and it looks like we are going to have a nice Christmas Banquet!

### **Treasurer's Report**

Linda Donahoo gave the treasurers report, mentioned that all bills have been paid. Linda gave the balances from our checking account and from our money market account. Even after the expenses are subtracted out we still have a good treasury.

## **National SAAC Rep**

Dan Jones said that the February 8<sup>th</sup>, 9<sup>th</sup> and 10<sup>th</sup>, Shelby Vegas Bash being held in Las Vegas is still on. If you are thinking of going go to the Bash go to the Team Shelby web site which has all of the pertinent information.

Dan made reference to the latest SAAC National quarterly newsletter that he received. SAAC National had chosen to discontinue the yearly Shelby American magazine they received so many complaints from the national membership that they decided to publish the magazine again.

Dan talked about the National Convention that is scheduled to take place at the Willow Springs track on May 6<sup>th</sup>, 7<sup>th</sup>, & 8<sup>th</sup>, 2010.

There will be the first public viewing of the new model of Mustangs at the convention.

Lynn Park who is a member of the Cobra Club in Los Angeles will be putting on the track days for participants.

## **MHRC Report**

Alternate Rep Paul Blanchard gave the MHRC report for the 10 November meeting. Roll call was taken with 15 clubs present and 1 absent, we have a quorum. We had two guests, Mike Gant former president of the MHRC now president of the Family Fun Rod and Custom Club and Elaine Huber.

Current PRS manager Duane Caseday gave his report. Duane said that Chip Foose will be present at the show with two cars. Duane said that we have five sponsors for the show, The Tire Factory, So-Cal Tualatin Valley, Baxters, Penguin Windows and Infinity Paints a subsidiary of Industrial Finishes.

Mike and Duane had a meeting with other West Coast promoters and they agreed to join us in back cover advertising with show dates one after the other in Cruiz-in magazine among others. Duane said that there will be some Bonneville Salt racers at the show.

Mike Conn mentioned that the manager of the Gun and Knife Show held at the Expo Center will have 3 shows this year. They would like to have two of our cars put on display at their show.

Mike Conn would like to put on an MHRC Chili Feed, it was suggested that each club bring in a Crock Pot of Chili for a Chili Cook Off.

Mike Gant talked about a Cruise-In that they hold every year on December 12<sup>th</sup> to benefit the kids at the Emmanuel Childrens Hospital. Cars meet at Portland Meadows with their toys for young people aged 13 to 17 and then Cruise to the Hospital. Afterwards there will be an opportunity to have some good food and beverage at Beaches. Mike Gant would like the MHRC to help out with the cost this year, in the past the parade permit cost \$70.00, this year the City of Portland Council raised it to \$690.00! It was decided that some MHRC members would make some phone calls and see if a lesser amount could be negotiated.

### **Track Steward's Report**

Mark Pendergrass gave the track steward's report. Mark said that at this time of the year there was nothing to report.

### **Newsletter Editors Report**

Lynette Spohn talked about the new look newsletter will send a copy to the Web Master to see how it will display. Lynette said that she would like to have members send in a one sentence item, such as a cruise-in that you attended, or a car fix that would be of interest to all members, in general something of interest to members.

### **Webmaster's Report**

Webmaster Rick Sattler said that he is still looking for pictures to put up on the website, hopes to have pictures of our Christmas Banquet for example.

### **Officer Nominations**

#### **President**

1. Steve Thomas

#### **Vice President**

1. Bill Meloy
2. Doug Buchner

#### **Secretary**

1. Paul Blanchard

#### **Treasurer**

1. Linda Donahoo

#### **Newsletter Editor**

1. Lynette Spohn

#### **Web Master**

1. Rick Sattler

### **SAAC National Rep**

1. Dan Jones

### **Track Steward**

1. Larry Cockerham
2. Doug Buckner

### **MHRC Rep**

1. Brent Soo Hoo

### **Alternate MHRC Rep**

1. Paul Blanchard

These are the nominees that will be on the ballot for the election held at the Christmas Banquet. The results will be announced at the Banquet.

## New Business

Steve Thomas talked about the upcoming track days for the new year felt that the Shelby Club would be well suited to join with the Alfa Club for track days. There are many details that need to be worked out, something that will need to be discussed next year. It was mentioned that one of the major cost differences between the two clubs is the fact that the Alfa Club likes the more expensive week end track days.

Brian Bogdon wanted to mention that a lower cost alternative would be to go to the Auto Cross track at Packwood Washington. It is about two hours from Longview Washington so you can calculate your travel time accordingly. You can access the track on the website, NW SCCA for pictures. Brian said that the track fees are approximately \$400.00 for three days, Friday, Saturday and Sunday.

Larry Cockerham said that Tom Armstrong in the Seattle Washington area wants to put together a Trans-Am event at SIR and have a presence at PIR as well. The details are being worked out and in all likelihood it will take place next year.

Steve Thomas adjourned the meeting at approximately 8:05 P.M.

*Respectfully submitted: Paul R. Blanchard, Secretary*





**"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 (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.

**Hillver'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.**