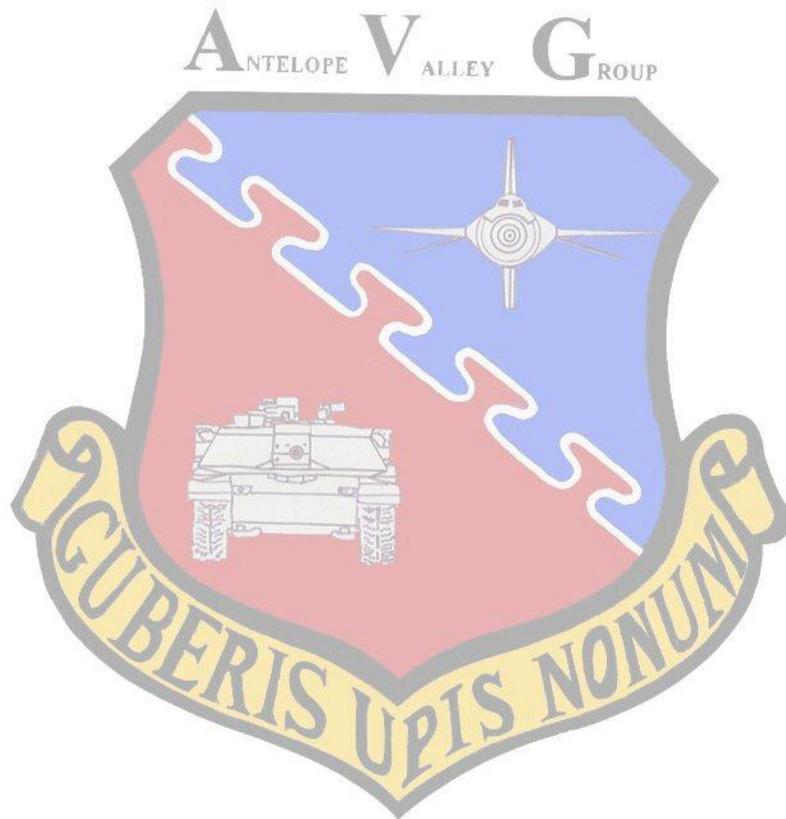


The Smoking Hole

A Publication of the Antelope Valley Group IPMS
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www.avg-imps.org
avg_ipms@yahoo.com

2012 Club Officers

President	Vice President	Treasurer	Secretary
Nick Kiriokos	Mike Otis	Curtis Stidham	Mike Marchioli
nkiriokos@gmail.com	motis93550@aol.com	cbstidham@sbcglobal.net	mmarchioli1@yahoo.com

From the President's Pen

Decision was made to use Palmdale Trophies for awards this year, they came in under budget from our previous supplier, Charlie's Trophies in Phoenix. We thank Mike Reeves for his support in the past, he is one of the reasons IPMS/AVG is recognized as the best in Region 8 for awards.

Vendor recruitment is under way, your president is headed to OrangeCon for this purpose. Raffle items are being garnered, either from discount sales purchases, donations or from club members stashes. If you find great deals, snag them!

We need *maximum participation* this month, this is our last meeting before the contest, we need to have a judges discussion, we'll go over the IPMS judges handbook, we'll look over the registration forms, etc. So this month if you bring in a model for show and tell, be prepared to instruct how to judge that genre! This proactive approach is the main reason we've been so successful, thanks to club members who step up, which is pretty much all of us. We are a great team I think, quickly resolving the unusual requests, minor drama's and sound judging that make us a required stop for local modelers to attend. I have no doubt that we'll be successful again this year. I did learn that there is a show in Phoenix on Nov 3, that may draw off some vendors and possibly some players from the southern regions too.

Club News and Business

NEXT MEETING OCTOBER 20 2012, 1 PM AT ROSAMOND LIBRARY

General Meeting Notes:

Meeting discussion revolved around the upcoming contest.

2012 Desert Classic

Trophies have been ordered. This year we chose to use Palmdale Trophy instead of our usual vendor, Charlie's Trophies, who unfortunately, is going out of business. We will be going over individual duties during the contest and have our judges clinic in October. Also any notes we had from last year's contest would be helpful.

New Club Shirts:

The new club shirts are in and were distributed at the June meeting. If you ordered one and have not picked it up yet, get with Curtis.

Product Reviews:

There are no product reviews this month.

2012 Meeting Schedule

We still need volunteers for both demos and refreshments. Please review the open months and let one of the officers know if you want to sign up for either a demo, refreshments or both.

Primary	Activities	Refreshments	Demo	Review
21 Jan	Member Dues Collected	Rich Ribaldo	Photo Etch Curtis S.	Riveting Tool Curtis S.
18 Feb	2012 Contest Theme Discussion	Nick Kiriokos	Tom Hamel Dry Brush	3M Respirator
17 Mar		Greg Saccoccio		
21 Apr		Rick Reinert	Mike Marchioli Wiring Radial Engines	
19 May	Club Barbeque	All Members	Airbrushing	
16 June				
28 July	Club Swap Meet	Jim Abercromby		
18 Aug				
15 Sept		Tom Hamel		
20 Oct	Judge's Clinic	David Newman		
3 Nov	Desert Classic			
17 Nov		John Pearce		
15 Dec	Christmas Potluck & Gift Exchange	All		

Rich's Tool Chest

Every month our resident tool guru, Rich Ribaldo will provide us with a new gizmo that is especially helpful in our hobby. First installment will be in November.

Member Show and Tell

Member show and tell has taken a short hiatus. Check back in November!

Club Demo

There was no club demo for September. If you're interested in doing a demo, let Mike Marchioli know and he can schedule it.

2012 Modeling Goals

Members are encouraged to set modeling goals for 2012. As each goal is accomplished we will track it and see how we all do at the end of 2012. If you would like to set goals for 2012 please provide your goals to Mike Marchioli (mmarchioli1@yahoo.com) for inclusion in the member goals data base. Please look at the January 2012 edition of the smoking hole for examples.

“So, There I Was.....”

Aviation stories provided by John Pearce.

Shelby GT350R

Carroll Shelby is and will always remain a legend in the automotive industry. He took skill, dedication, and a little bit of good luck to produce some of the most amazing muscle cars that will ever be produced, from the very first **Shelby Mustang** produced in 1965. What Shelby did to Ford’s new Mustang was transform it from a less-than-stellar pony car to a limited edition Shelby GT350 R

The Mustangs built for the 1965-1966 model years were powered by a K-Code 271 engine modified to produce 306 HP, but the GT350 was a car not built for comfort or ease of driving, so the right place for it was the race track. This decision leads Ford to Shelby for the development of the Shelby GT350 R for the SCCA races. Shelby American only built 34 units of these GT350R models, even though the SCCA rules required a total of 100 units to be built and raced. However, during an SCCA race weekend, the GT 350R proved what an amazing car it was as it competed at the highest level.



In the world of classic Mustang racers, the Shelby GT350-R holds a special place in Mustang history. The GT350-R is the turn-key racing version of Ford's first Mustang sports car, the **Shelby GT350**. The GT350, a sporty Mustang in its own right, first debuted on January 27th of 1965.

Shelby's First Mustang Turn-Key Racer

All of the units developed by Shelby were painted in a Wimbledon white with blue stripes. They were also equipped with cold air intake scoops, wood-rim steering wheels, and a fiberglass shelf where the rear seats had been. The first 15 units were built without side or rear windows, heaters, defrosters, upholstery,

headliners, insulation, or sound deadening. Shelby focused on reducing the weight by as much as possible. As a result, they used plenty of Plexiglass for the side and rear windows and removed the rear seats, but added a four-point roll bar and competition fiberglass bucket seats to suit racing needs.



Bottom line, it was void of any component that wouldn't help it win races. The goal was to go fast while taking the checkered flag, and had a \$5,995.00 price tag (in 1965).

Features

- 325 to 360 horsepower
- Equipped with special Plexiglass side and rear windows
- Featured front fiberglass apron
- Four-Point Roll Cage
- High Capacity Oil Pans
- Competition Fiberglass Bucket Seats
- 9" rear axle with Fairlane station wagon drum brakes
- Export" shock tower brace
- Sintered metallic brake pads and linings.

The first groups of GT350-R Mustangs were created from chassis numbers 94 through 108. The second group came from chassis numbers 209 through 213. In all, the Shelby GT350-R was a force to be reckoned with. In all, only thirty six 1965 Shelby GT350-R Mustangs were produced. Two of these were company prototypes. It's believed 26, or so, are still in existence today.

A Recipe for Success

The GT350-R was capable of creating between 325-360 horsepower with a race prepped version of the standard 715 CFM single four-barrel Holley carburetor. In comparison, the standard Shelby GT350 produced around 306 hp.

The GT350-R featured a prominent hood scoop to keep the engine cool while maximizing air flow. In addition, the car's engine included aluminum hi-rise intake manifolds featured on Shelby's Cobra. The car's structure was reinforced with additional welding, and its bumpers, both front and rear, were removed. A notable feature of the Shelby GT350-R was its front fiberglass apron, which featured a large center slot that provided extra air to the engine, in addition to brake cooling air scoops.



Other special features of the Shelby GT350-R included Tri-Y headers, 34 gallon baffled fuel tank, dual S-W electric fuel pumps, modified steel valve breather covers, competition fiberglass bucket seats, and baffled steel high capacity oil pans. The car's gearbox featured an aluminum case, and the GT350-R was equipped with a protective four-point roll bar. The GT350-R rode on American Racing 15 x 7-inch five-spoke wheels.

Racing's Rising Star

The Shelby GT350-R's first race was at Green Valley Raceway in Texas on Valentine's Day of 1965. As luck would have it, test driver Ken Miles finished the B-Production race in first place. Racing legend Jerry Titus would later drive the prototype car as part of Shelby's test program. In all, Titus would go on to become the B-Production Champion that year. Another popular driver, Mark Donohue, piloted his chassis number 105 GT350-R to many victories. By the end of the year, the Shelby GT350-R had won five of SCCA's six divisions.

Looking back, some other GT350-R racers included Chuck Cantwell, Scuderia Filipinetti, Bob Johnson, Tom Yeager, Tommy Hamilton, and Pedro Rodriguez. Rodriguez piloted his #18 (5R 108) GT350-R

Mustang to victory over Jerry Titus who was driving Shelby's 5R 002 factory prototype. The car driven by Rodriguez, which features green-and-red stripes in Mexican livery, would go on to race at Daytona 24 Hours, and would win the SCCA Southwest Division title in 1966. The car now resides with a private owner in Oceanside, Calif.



Fun Fact

When the Ford Mustang Shelby GT350 R was released in 1965, it came with a price tag of \$5,995. This was a little too steep at the time, but nothing compared to the estimated \$900,000-\$1,300,000 RM Auctions hopes to pull in when one of the 34 units is sold in Monterey on August 17, 2012. Talk about inflation!

A very pricey "R" code '65 Shelby Mustang — a 1965 Shelby GT 350 R Mustang for \$875,000 to be specific, is actually the most expensive Craigslisted car ever!

Calendar

10/13/2012	OrangeCon 2012	Cal State University Fullerton Conference Center Portola Pavilions A & B 800 N. State College Blvd. Fullerton, CA 92834 9am to 5pm
10/13/2012	Tri-City Classic #8	Milpitas Community Center, Main Auditorium 457 E Calaveras Boulevard Milpitas, California
11/3/2012	Desert Classic	Antelope Valley College 3041 West Ave K Lancaster, California
2/24/2013	Modelfest	Seaside Park (Ventura Fairgrounds) 10 West Harbor Blvd Ventura, California 93001
3/3/2013	ValleyCon	PASADENA CIVIC CENTER 300 East Green Street Pasadena, California