

Colorado Mopar is open to all persons of good character. Our motto is "*Friends Helping Friends*". We meet the first Friday of every month at 8555 W. 57th Avenue, Arvada, CO 80002



www.coloradomopar.org

This Month's Meeting: April 2, 2010

**Colorado Mopar
1671 Tamarac St.
Denver, CO 80220**



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April 2, 2010



Colorado Mopar Newsletter

Next Month's Meeting Is
May 7, 2010

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Letter From the President

March Letter from the President:

Here is to hoping that everyone enjoyed playing Irish for the day that is not normally of Irish descent.

A little Irish Mopar blessing to all.

May you always have work for your hands to do.

(Working on old Mopar's there is always something to be done.)

May your pockets hold always a coin or two.

(Especially true for the gas prices what they are.)

May the sun shine bright on your windowpane.

(That means that you just found the best glass cleaner on the market.)

May the rainbow be certain to follow each rain.

(Just make sure that you did not just wash and wax the car.)

May the hand of a friend always be near you.

(That way they can be there to help you pull the engine.)

May good fortune be yours.

May your joys never end.

Just to let everyone know, the car show at the Streets of Southglenn has been approved. I'll go over what details we have so far at the meeting. Thanks to John and Jack for their help so far.

Don't forget that on April 18th we are planning to have breakfast at Great Scott's and a little cruise up to Red Rocks for some pictures.

Hope to see everyone at the meeting.

Craig K. Bazil

Event Calendar

April 18	Club Breakfast and Photo Shoot Contact Debra Schmidt for Time Great Scott's Hwy 36 and Pecos Denver, CO
March 26-28	Mopars at the Strip www.moparsatthestrip.com
April 10	WPC and Plymouth Club Cruise to Greeley Freight Station Museum Time 9 am Meet: 5591 72nd Ave. Commerce City, CO See Kent for more info
May 2	Great Machine Car Show 10 am – 3 pm 44th and Indiana (Arapahoe Park) Arvada, CO 80002
May 23	Mopar at Thunder Mountain
June 23-36	Mopar Mile High Nationals

Little Know Mopars – Shelby GLHS

http://en.wikipedia.org/wiki/Shelby_GLHS



The **Shelby GLHS** was a limited production automobile from the mid 1980s. The main differentiator of these cars from their regular Dodge versions was their use of what would become the intercooled Turbo II engine as well as Shelby Centurian wheels and Koni Adjustable shocks/struts, and changes to the alignment.

1986

The '1986 Shelby GLH-S' was a modified Dodge Omni GLH, with all changes made at the Shelby factory. They were retitled as Shelby Automobiles cars sold at select Dodge dealerships. GLH stood for "Goes Like Hell" and GLHS stood for Goes Like Hell Som'more. Just 500 were made.

All cars came from Dodge painted single stage black (no clear coat). Dash plaques used a 3-digit serial numbering system (as only 500 were made).

The Turbo I engine was modified with pre-production pieces from what would become the Turbo II inline-four engine. These changes included an intercooler and other changes to produce 175 hp (130 kW) and a flat 175 ft·lbf (237 N·m) torque curve. Not included were any of the durability changes to the short block (forged crank, full floating pin, stouter connecting rods, etc.) of the 1987 Chrysler Turbo II engine. Luckily, the Shelby engines have proved to be reliable even without the durability enhancements of the production Turbo II. Performance was impressive, with just 6.5 s needed for 0–60 mph (97 km/h) and 14.8 s for the quarter mile (402 m) run. Top speed was 130 mph (209 km/h).

Shelby Automobiles received the first T-2 induction pieces (prior to Dodge/Chrysler), and installed them on the 500 GLH cars that shipped to the Whittier factory. Engine mods. included: New T-2 fuel rail, T-2 injectors, wiring harness, larger throttle body, bigger turbo, tuned intake & exhaust manifolds, intercooler/rad. & fan assemblies, induction hoses, T-2 airbox, GLHS specific logic module, CS-Shelby-CS windshield decal, & tape graphics pkg. Interestingly, there was a Dodge emblem left on in production. A black/yellow overlay sticker was placed at the bottom of the speedometer to read to 135 mph (217 km/h). A Momo leather wrapped shifter knob, Izumi leather wrapped steering wheel, & shift pattern sticker were also installed. A Use only Mobil 1 in your GLHS plaque was affixed to the front of the standard production valve cover.

The primary differences between the Shelby engine and the Chrysler Turbo II engine are the torque: Shelby's unique engine computer shaved the torque to save the stock Omni transaxle, Chrysler Turbo II engines had 200 lb-ft (270 N·m) of torque; the trimetal bearings, forged crank and extra oil passages weren't present; and the wiring harness is a conglomeration of original Turbo I, with splicings for the heated oxygen sensor.

All-in-all this was a very formidable car, especially on short tracks. In SCCA Solo competition, it was never allowed a place in the stock categories because it failed to meet the required 1000 unit a year production quota.

1987

The '1987 Charger GLHS' was based on the 1987 Shelby Turbo Charger. Shelby Automobiles purchased the last 1000 of these & they were shipped to the Whittier factory for modification. Shelby modified the Charger using the same pieces as the 1986 GLHS with some changes. These included a non EGR turbo, Shelby valve cover, wider Shelby windshield decal (no CS logos), different & more extensive tape graphics package, no reference to Dodge on the outer body, black/white speedo overlay, a 4-digit serial numbering system on the dash plaque, wider Mobil 1 plaque installed on the radiator support, & Centurian II wheels.



Notes:

The 1987 Charger GLHS uses 1986 electronics & fault codes.

The dash plaque on 1987 GLHS Chargers read "Shelby Automobiles Inc", "Carroll Shelby" autograph and "Charger GLH-S ####". Some early (low s/n) Charger GLHS's came with a shortened 1986 GLHS windshield decal (CS logos removed).

All 1986 & 1987 GLHS's were first run using conventional oil for engine break-in, then filled with Mobil 1 oil. All transaxles came filled with 5-30W engine oil.

All GLHSs came from Dodge in single stage black (no clearcoat).

There is at least one odd ball that was painted by a dealership because the car wouldn't sell. The dealer had red paint added over the black. This vehicle is owned by the California Shelby Dodge Club president. All had the same options which included a leather-wrapped steering wheel and gearshift knob, air conditioning, sunroof, non-armrest center console and KONI struts/shocks on all four corners. There was also an allowance made for the 85 mph (140 km/h) speedometer in the form of a sticker which extended the range of the speedometer to an indicated 125 mph (200 km/h). By the time the speedometer had wrapped fully around to the "5 mph" mark, the car would have been going at 135 mph (217 km/h). There was also a new version of the Shelby "Centurion" wheel that looked very similar to the Centurion wheels on the 1986 Omni GLHS, but had the "blades" turning in the opposite direction. These are commonly known as Centurion II wheels.

Accessories

One of the most popular performance upgrades for both of these vehicles is the MOPAR Performance Stage II Computer (Logic Module). This increased the boost to 14.7 psi under wide-open throttle.

Goodyear's 205/50VR-15 Eagle Gator-backs with a speed rating of over 130 mph. This, combined with power steering and power front disc brakes, not only helps to bring this hot little number under control. They deliver the feel of a true European road car.

We've Got It Inside, And Out.

Finally, Shelby has gone the extra mile to balance the monster on the outside, with a little beauty inside. That means adding a number of special features such as Shelby Centurion cast aluminum wheels. A specially designed front air dam and quartz halogen headlamps. It means practical things like an AM/FM digital

stereo radio, air conditioning and rear window defroster. It means plush things like a leather wrapped steering wheel and leather shift knob. It also means powerful things like a 135 mph speedometer. And it means unique things like Shelby's signature and individual production number mounted on the dash.

Best Of All We've Got It For Under \$11,000.***

The Shelby GLH-S. It packs the kind of performance that flat out beats the pricey imports. And at 3-4 times less, it does it for a price that's simply unbeatable. Which is why Carroll Shelby calls the GLH-S "affordable fun for serious drivers." And

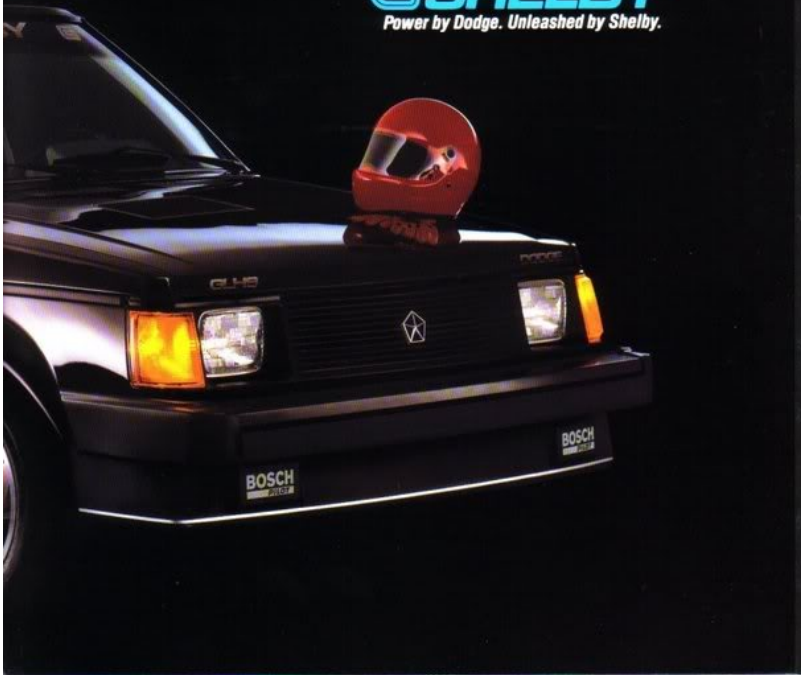
with each new model in the series of specially designed, specially built cars, comes that exhilarating feeling of knowing you own something special. But with only 500 of the GLH-S available, there is one thing you can't afford to do. Wait.

*Performance comparisons based on actual road tests conducted by Road & Track magazine and listed in Road & Track's "Road Test Summary" for 1986. Porsche 944, Ferrari 308 and all models of Audi and BMW.

**Based on actual track test at Willow Springs International Raceway by Automobile magazine with results appearing in its February 3, 1986 issue.

***Price does not include local taxes, license and title charges, destination charges or California emission charges.

SHELBY
Power by Dodge. Unleashed by Shelby.



Want Ads

Items will be listed for 2 issues of the newsletter and then will be dropped unless you call or email the editor to request an additional run of 2 more issues.

6 Pack original manifold and carburetor (no linkage) \$1,000 (neg)
Lee Shurtleff 303-284-1752

2 - 440 Short Blocks Brand new still in case. \$400 each (neg).
Lee Shurtleff 303-284-1752

If you have anything for sale or are looking for parts or services send requests to
newsletter@coloradompar.org