

MUSTANGS northwest



ponyEXPRESS

MUSTANGS NORTHWEST IS DEDICATED TO THE PRESERVATION, RESTORATION,
AND ENJOYMENT OF THE FORD MUSTANG AND MERCURY COUGAR AUTOMOBILES.

"...that thing
should be banned..!"

"It's too
damn
fast"



October car of the month
SON OF ANDRE RACING No. 16 1989 5.0 COUPE

ALSO

INTERNATIONAL MUSTANG MEET
Helena MT - Scott Robinson

CRUISE FOR A CURE
Leavenworth WA - Shannon Wolk

GVMA
Vancouver B.C. - Shannon Wolk

“...that thing
should be banned...!”

CAR of the MONTH
STORY & PHOTOGRAPHY: KIRK MYHRE

“It's too
damn
fast”



October car of the month
SON OF ANDRE RACING No. 16 1989 5.0 COUPE

MNW MEMBERS AND DRIVERS:
Kirk Myhre
Shannon Wolk

DOOPER TIRES

CAR of the MONTH

DOOPER
TIRES

DOOPER
TIRES



“...Why don't you
come check it out?
You can help pit crew
and whatever else...”



SOA at Portland International Raceway 2017

That's all it took. Shannon Wolk invited me to come out to The Ridge Motorsports Park to help out with the race team she'd recently joined. She knew that I followed racing and that I was mechanical. It was a perfect fit, right? Little did she know that I'd jump in with both feet. And the following two years would include hundreds of hours of me traveling, training and practicing. All because of this great group of people and the amazing little 1989 5.0 Coupe they call "Son of Andre".

Now, when I saw the car for the first time, I wouldn't describe my reaction as "impressed". Its an unassuming shell of a Mustang that's been lightened, tweaked and caged. It was also, apparently painted with a...roller. Ok, I can overlook that, what's under the hood? Looks like a pretty much bone stock 5.0 with some additional cooling.

Little did I know at the time that this thing had been massaged within an inch of its life.







SOA at Portland International Raceway 2017

It was purpose built for endurance racing. Everything from the piston shape and cam to gearing and suspension was specifically combined to produce a torque curve and chasis dynamic that could stand up to the rigors of and thrive in endurance racing.

Brian Holsten (principle owner and chief mechanic) applied his mechanical wizardry to Mario Brown's (team engineer and mechanic) plans to create a magical little race car.

The iteration of the car that we're racing in 2017 includes a built, fuel-injected, 347 cu in motor with a Tremec 5 speed transmission. It has a custom-built "K member" up front and sports adjustable coil-over shocks at all four corners.

In terms of driver comfort, we have the basics and a couple other key accoutrements that keep us happy on track. Seeing that we're an endurance team that requires a large stable



SOA testing at Pacific Raceways 2017

of available drivers, we've got drivers from 5'3" to 6'4". We're lucky enough to have a fully-adjustable drivers' seat. Where that doesn't sound like much, its actually a luxury when most of us can get in the drivers seat without too many seat inserts and other aids. We have a full, two-way communication system in the car as well as a "Cool Suit" system that pumps ice water through specially connected suits that most of us wear. Other than that, we have several camera hard points and a make-shift drink system. Other than that, what else do you need?





Photo by: Ben Carscallen

Kirk Myhre on the back straight at Portland International Raceway after a small disagreement with a BMW over the Turn 7 apex.



My details about the history of the car are a bit sketchy so I'll give you a rough bullet point version. 6 or so years ago, Brian and his friend Matt wanted to go 24 hours of Lemons and Chump Car racing. Mario was in as well so they set about building a very modest Mustang GT coupe. Roland Nakahara, another one of the original group also signed up to drive the car. It took on the moniker of "Andre" for reasons I've never been told.

The first race for this newly formed race team was a Chump Car race in Spokane. Brian Holsten ran the first stint and handed

the car off to Roland. As the story goes, sometime in the middle of Roland's stint, he made a mistake, left the track and rolled the car. It was a total loss except for some interior parts and the front of the roll cage. Mario and Matt never got to even drive the car that they'd just finished building.

Undaunted by these events, the partners set about building "Son of Andre". The car started out very humbly, as the first car had. But, over the years, as the team and Mario's engineering prowess improved, so did the car. It won the 2015 West Coast ChumpCar Championship.



SOA on the way to victory at Oregon Raceway Park 2017





Shannon Wolk in the "Corkscrew" at Mazda Raceway Laguna Seca



That leads me to the 2016 season. If we didn't have mechanical issues, we won. Oh, and unless we had an incident, which we had at Mazda Raceway at Laguna Seca at the end of 2016. (Image above left) During the rebuild process, we worked hard to reproduce several "special tweaks" that allows it to perform as it does on track. I'll leave those details up to the imagination but if you compare the car side by side to a stock 1989 coupe, several of the mods will be apparent. Suffice it to say that our work paid off as less than a month after the images above were taken, the car won the final race of the season at Las Vegas Motor Speedway by 9 laps.

I detailed the story of its most recent race victory at Oregon Raceway Park in my Express Parts article earlier in this edition. The title of this article "It's too damn fast..." is a direct quote overheard from an A class competitor comiserating with another team's manager in the last hour of last weekend's race.

We'll be back to making other teams miserable in Son of Andre in late October at Portland International Raceway. Hopefully, that weekend goes as well as the last one.

I know we always have a great chance for victory in this awesome little coupe.