

(R)MITCHELL MOTORSPORTS - ISSUE NUMBER 188 - MARCH 2025

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From: remitchell22@aol.com (remitchell22@aol.com)

Date: Monday, June 10, 2024 at 11:59 AM EDT

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***MITCHELL MOTORSPORTS***

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**Issue Number 188 - March 2025**

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**DEDICATED TO ALL FORD MUSTANGS**

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***SENT TO OVER 570 MUSTANG OWNERS AND CLUBS***

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***Welcome to the latest issue of our MITCHELL MOTORSPORTS e-newsletters with feature articles and other items of interest for our members. In this issue, we present more stories with pictures and other items for your review. Thank you for joining our Association. Tell others about us.***

***ADDING AN AFTERMARKET BILLET FUEL DOOR TO MY 2011 V6 MUSTANG - BY RICK MITCHELL***

Most of the modifications on my 2011 V6 Mustang were completed by the spring of 2023, just a few months after I bought my car, but since then I will occasionally see other items I may want to add. One aftermarket part that was on my radar for several months before I ordered it was from SilverHorseRacing.com, and that was their SHR Tru-Billet Fuel Door for 2010-2014 Mustang / S297-5001. This is a great looking modification that is available for our Fifth-Generation Mustangs. SHR makes several styles of fuel doors for the '05 to '09 models, as well as for my area, the '10 to '14 cars. I added a black anodized fuel door years ago to my Sterling Grey 2014 Mustang that looked good and worked well.



For my current 2011 Kona Blue car, I narrowed my choice of finishes to either the triple chrome plated or satin anodized. Although I have many chrome pieces on my car's exterior, I felt the chrome version would be too much, so I chose the satin finish instead as it matched my polished-aluminum wheels better. I did not ask for any engraving, but instead ordered new 3/4" tall italic chrome letters from autobadgez.com that said "3.7L." I would stick these on my new fuel door before installing it. This new fuel door weighed about one pound less than my OEM door, and it had a magnetic catch to keep it closed. It was made in the USA from billet aluminum. This door came with instructions, and SHR stated it required about 20 minutes to install. Although I added most of the mods to my prior Mustang, I had my mechanic install the first fuel door, and I planned for the same with this new one for my '11 as he is far more experienced than I am!

After the billet fuel door and the new letters arrived, my first step was adding the chrome letters to the door. There was just enough room to easily add "3.7L" within the right side's raised center area. I located where an imaginary center line was from left to right, and then added masking tape to create a 3/4" gap for the letters. I then loosely placed the letters within that area, but with their backing on. I then adjusted the spacing so that everything was evenly placed. I then added the letters one at a time by peeling their backing off, and then lightly attaching each top to a knife blade, and then gently placing each letter on the door's surface. Remember that you only have one shot with attaching peel and stick letters, so be patient! When all four were in place, I pressed firmly to tighten them. I then wiped everything with Windex and Kleenex. Finally, I removed the masking tape. I was amazed that these chrome letters looked appropriate, as if SHR made the door that way!



Next I met with my mechanic and brought my new fuel door, and especially SHR's instructions with diagrams. One of the first steps, after covering the open fuel filler neck to keep debris out, was removing the inside plastic housing that held the filler neck. This dark plastic piece needed drilling to remove it. Then there were clip-in tabs to release. Drilling the housing was easy, but releasing the tabs to pull the housing out was a challenge. The build-up of 13 years of weather and road dirt made releasing the plastic housing time-consuming, but we got it out! Next my factory fuel door came off easily after removing two 7mm bolts.

A new rubber gasket from SHR was then inserted around the fuel filler neck. Next the new SHR fuel door was added. The diagram showed the sequence of the nuts and nylon spacers for each bolt. There were four bolts used for installing the new door, of which only three attached to my car, and the nylon spacers were different for each bolt, so we followed the diagram as a reference. Then a 3/8" ratchet wrench tightened the nuts. We then added Loc-Tite as SHR suggested. When I returned home, I used q-tips and paper towels with more Windex to clean the blue paint inside the fuel door. The job was now completed, although periodic lubrication of the door's hinge was recommended. There is a phone number and email address listed for contacting SHR with questions.



Overall, the SHR billet fuel door is impressive while contrasting my Kona Blue paint, and I am pleased with this addition. I do not, however, recommend this installation for a novice mechanic. In my case, I did not have some of the tools that my mechanic used to make this job easier. But the end result came out well, and I would suggest this upgrade for anyone who is qualified to add it.

-END-

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***MY 22ND SHOW IN MY 2011 V6 MUSTANG - BY RICK MITCHELL***



As we crossed into June in 2024, the weather was improving and the rains were slowing. The temperatures were finally warming with shorts and teeshirts as the preferred show attire! Next up on my schedule was a location I had never visited before. This was the Hot Rods at Lincoln Tech, hosted by the Royal GTs & Pontiacs Car Club. This show was on Saturday, June 8, in Columbia, MD, a short 13-mile ride off I-95 south of Baltimore, for a 20-25 minute run. This event was open to all makes and models with trophies for the Top 50 entries, plus several specialty awards. This was also a popular vote show among the entrants. Lincoln Tech has several campuses across the country. Their website stated that they are, "Launching essential careers in automotive technology, health sciences, skilled trades and culinary arts." Several Mustang friends were interested, so this may be good event to attend!

For the first time this year, there was no threat of thunderstorms at all for this show. The weather was forecast for sunny with mid-'80's temps and light winds, and that was exactly what we had. It was excellent! The parking area next to Lincoln Tech was a huge, nicely paved and marked macadam surface that could hold possibly 300 cars, or even a national show, with plenty of space for the entries as well as for vendors, although there was minimal shade to hide under, if needed. We were parked with a full space in between each car with plenty of room to spread out. There were 107 cars and trucks registered.



*(Leo's Mustang)*

As luck had it, by coincidence I was parked next to two good friends, Leo Howard and his grey '08 Mustang GT convertible and Glenn Wheeler and his blue '08 GT coupe. Although this show was hosted by a Pontiac-related club, they apparently extended invitations to other clubs, too. This resulted in a great assortment of different makes and models of cars and trucks from different eras. There were 8-10 1930's vintage Ford Model A sedans and a pickup truck in attendance, with all looking brand new!. There was also an ultra rare '54 Kaiser Manhattan, as well as an '88 Avanti, and we will feature pictures of both cars this month in our photo issues of MITCHELL MOTORSPORTS. I had not seen any examples of these two types in many years. Reading about these very interesting cars and looking at pictures on the web is one thing, but seeing fine examples of both at a show and speaking with the owners is so much better and certainly a rare opportunity.



*(Glenn's Mustang)*

This was a popular vote show, and being there with friends certainly helps your chances, but one thing this club did I thought helped neutralize the voting to make it more fair. The club gave each of us a ballot and told us to vote for 15 cars or trucks, which is quite a few. The thinking may have been that most people will know a small handful of the other owners to fill in some of their voting blanks, but after that, each of us had to walk the field of entrants and pick out other worthwhile but now unknown cars or trucks to complete our ballots. So if this was true, then possibly our last ten votes were for cars and trucks that each of us actually did not know, and that created more objective voting at a popular vote show. I do not know if that was the club's intention, but it seemed like a good approach!



*(My car)*

This Royal GTO's ran a very smooth operation. Their parking was coordinated by club members on walkie-talkies telling us where to park. The registration was easy, and we received our voting ballots right away. The club brought in an all-day food concession truck, and later in the morning there was a second truck with homemade ice! Our votes were due back by 12:30, and to our surprise we were called forward for trophy time by about 1:30, which was a quick turnover. Fortunately, I was called for an award plaque in the Top 50. There were also several specialty trophies given by the club as well as from Lincoln Tech, and the event was generally over by 2 to 2:15pm. From what I heard this was only the second time that the club had hosted its show at Lincoln Tech. Everything about this event was handled exceptionally well, and I will look forward to attending this show again next year!

-END-

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**-END-**

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**-END-**

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*Bird, followed by a bronze '37 Ford sedan. Next was a green '30 Ford Model A pickup truck, and finally, a red '63 Ford Galaxie. All were very impressive!*





**-END-**

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**-END-**

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