

SHELBY GT350



|GP INSIGHTS

MEET THE DRIVERS

Ivan aka Mr Iron Rally

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WWW.GPDAYS.COM

FACTS

Name: Ivan
Occupation: IT
Country: Switzerland
Instagram: @mr.ironrally

Favourite Track: Dijon Prenois
Where do you want to drive: Mugello or Imola
Current Tracktool: Shelby GT350
Tracktool you dream of: Ferrari FXX-K Evo
Track Days per year: 3-4

Ivan is basically a GP Days participant right from day one. We met during our very first Dijon Track Day in July 2020.

Together with his Iron Rally crew (more on this later), he continued to visit our Dijon Track Days that followed in 2021 and 2022.

That's why I'm very happy that he takes part in our "Meet the Drivers" column to talk about his Track Day History, but also all his other activities as a true Petrolhead!

So without further ado, let's cut the introduction and get to the really exciting topics!

Hi Ivan! Let's start with one of the most obvious questions that comes up in almost every "Meet the Drivers": When did you participate in your first Track Day and how did you even get into this hobby in the first place?

Oh well, we have to go back in time for quite a bit! If I remember right, it must have been in 2008 during a Track Day in Anneau du Rhin (France).



I've been a Petrolhead from a young age. Once in my teens, I also started to get into modified (sports) cars. As you can imagine, it did not take long until I wanted to find out how it feels to drive a car on the race track! I think it's quite easy to understand and see what happened from there on after!

Currently, you're using a Ford Mustang for your Track Days. Did you always have a passion for American cars?

Little correction: I'm actually driving a Ford Mustang Shelby GT350! And "Shelby" is the word which really makes a difference in comparison to a more "common" Ford Mustang.



My very first car actually was a 2003 Ford Focus RS MK1 with a Duratec 2.0l 4 cylinder turbo engine. If I remember right, the car didn't even have a stability control.

I also installed a Milltek exhaust from the manifold onwards and without any catalytic converters.

Milltek even used one of my "exhaust sound videos" on their homepage for quite a while! You can still find the video on my Youtube-Channel if you're interested: [LINK](#)

I owned this car for around three to four years but sold it at one point because my priorities changed.

As a result, I didn't participate in any kind of Track Days until 2017.

To answer your question regarding American Cars: I always thought they were great looking sporty cars and that's not even talking about the V8 sound which definitely one of the best out there. I'll speak about why I chose the GT350 later!



In case anyone is wondering whether I'm a Ford-Fan? Not particularly - it's pure coincidence that so far I owned to Fords!

Can you tell us a bit more about your GT350? What did you modify or change to make the car ready for track use as you're definitely not taking it slow and I can imagine you're car might suffer quite a bit during a couple of fast laps!

I started to get into sports cars in the beginning of 2016 and had a closer look at what's working well on track as I wanted to get back into Track Day driving at this stage.



In the end, the Ford Mustang GT350, Nissan GTR as well as a BMW M4 made up my short-list. After around one year, I finally decided to get the Shelby GT350 with the track-package and bought a brand new one in April 2017.

Not long ago, I fitted a CMS roll bar and got a rear seat delete.

In addition, I fitted Schroth 4-point harnesses and two "Element E50" fire extinguishers.

This year, I also took care of the wheel loads and geometry and adjusted them according to my weight to improve the handling on track.



I'm curious how the car will handle during the upcoming Track Days. The suspension is still stock (Adaptive Magna Ride), with aftermarket Eibach lowering springs.

The stock brakes were pretty much fine out of the box, but for the race track you always want to step it up a bit. At the moment, I'm running Giro-Discs with Pagid RSL29 on both axis as well as Goodridge braided brake lines.



I didn't change much on the engine except for a larger intake and optimised software - 541HP / 576NM (naturally aspirated - no turbo or supercharger!)

Originally, the car is painted "deep impact blue". Being already fitted for two to three years, I guess I will get rid of the current Camo-Wrap at the end of this year as I start to miss the beautiful "métallisé blue"!



What do you say about the prejudice that American Cars are only good for driving in a straight line?



That's a tale of the past! In my mind, the US cars have proven long ago that's not the only thing they are good at!

If you look at the fastest lap times across the most famous race tracks, there're always some American Cars on the list.

Laguna Seca is a good example:

911 GT2 RS (2.1 Kg/PS):	1:28.30 min
Viper ACR (2.33 Kg/PS):	1:28.65 min
McLaren 765LT (1.77 Kg/PS):	1:29.23 min

After some laps on the passenger seat, most people are convinced that American Cars can go around corners pretty well.

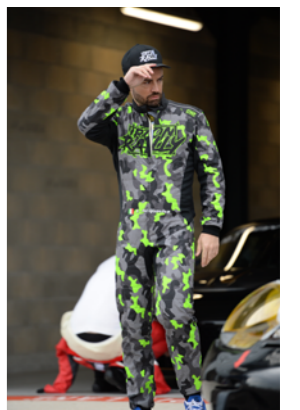


Thanks for all the information, Ivan! But you're not only driving on Track Days - you also organise your own car events with "Iron Rally". What's that about exactly?

As a first step towards doing my own thing, I established a car club - www.teamnavi.ch - in 2016.

Since then, I started organising some small and larger events.

In 2018, I participated in a larger Car Rally with two friends



of my car club which was similar to the famous "Gumball 3000". It was a seven day event across Europe I'll probably never forget!



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During the event, I already noticed many things that could have been done better - starting at the organisation of the rally itself. A couple of weeks after the event, while chatting with a mate, he just asked me: "Why don't you organise your own rally?"

After thinking about it for quite some days, I decided to go for it and organise my own rally for sports car enthusiasts the very same year.



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In September of 2018, we did a three-day trip around the Dolomites with 28 cars. Some of the hotels were fully booked just with our participants!

After this event, I officially founded Iron Rally with the goal to organise one large-scale rally as well as some smaller events each year.

You can find a lot of pictures and aftermovies on the Iron Rally homepage: www.ironrally.ch



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At the moment, I just hope that we can finally get over the pandemic and back into planning epic events across Europe without having to face any travel restrictions or the likes.

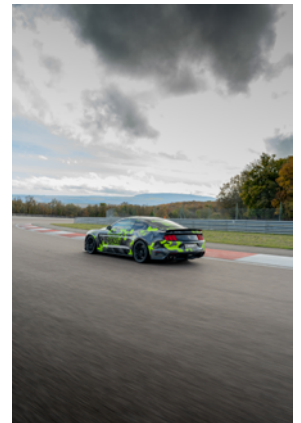
You already did Dijon and Monza this year. Do you have any other Track Days planned at the moment?



Yes exactly, I kicked-off my 2022 Track Day season with two back-to-back days (Thursday - Friday) of Dijon in April.

Since Monza has been quite a difficult one for the past two years due to COVID restrictions, I've been pretty stoked to return in June!

For October, the season closer, I have planned to visit Circuit Magny Cours (France) and am very curious how this former Formula 1 track is going to feel driving!



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Ivan, thanks a lot for all your time and the many interesting insights! I hope to see you soon again at one of our Track Days!



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