

# The SHELBY AMERICAN #84

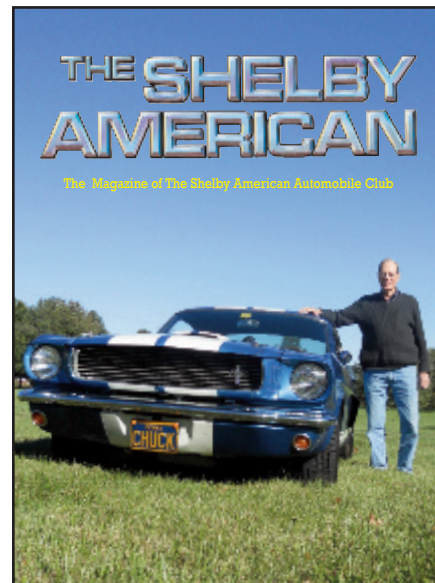
*The magazine of the Shelby American Automobile Club*



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## FALL 2010

**ON THE COVER.** It took more than forty years for the planets to come into perfect alignment so Chuck Cantwell could become the owner of a 1966 GT350. For anyone else, buying their first Shelby is certainly an exciting milestone, but watching Chuck, Shelby American's project engineer—the guy who was responsible for almost all of the production decisions—was an especially interesting endeavor. He is making up for lost time: the car has undergone a full mechanical once-over after sitting dormant in a garage for twenty years. And it is no show car. Cantwell has become a road warrior, driving the car every chance he gets. You'll see it at SAAC-26.



**THE MAIL SAAC.** 11 pages. The latest news in the world of Shelybys and Cobras, most of it fit to print. For starters, how about the California DMV and CHP almost required all 1965-66-67 Shelby owners to re-register cars under their Ford VINs. Then there's the 1969 retro look of a brand new Mustang. Or the sad stories of Shelybys rusting away in Puerto Rico. Or a '68 Shelby that was underwater after Hurricane Katrina. And Peter Brock is called in to consult on a King Cobra restoration. Oh yeah—it's all here. And more.



**SHELBY AMERICANA.** 6 pages. Eagle Eyes Jim Hutchison and Ken Young take their continuing brawl out into the streets (so to speak) as they go mano 'a mano matching eagle eye sightings. This could get bloody, folks. There's more: Shelby jumps into the olive oil business...a new Mark Donohue book is reviewed...more good stuff from Peter Brock's poster archives...two people with the same clever Christmas card, 34 years apart...the "Ferrari's Ass Is Mine" comment expanded upon...stuff like this that you only see here.



**THE CANTWELL CAR.** 5 pages. We attempt to give a short version of Chuck Cantwell's life at Shelby American, moving past his Trans-Am and Roger Penske days, through the various SAAC conventions he has attended, opportunities he's had to drive R-Models and how he came out of retirement to drive a '67 Shelby Trans-Am notchback. All this culminated in the purchase and restoration of 6S796. It's the shortened version—you'll have to wait for the full length book.



**AUTOMOTIVE OVERLOAD.** 9 pages. Everyone knows about the Monterey Historics weekend. When we found out that Louisiana SAAC member Ted Warren was entering his '68 GT350 in the Quail Motorsports gathering, and that Shelby would be the honored marque, we asked him to write down his experiences and impressions and take some pictures. Ted came through in spades. He had the time of his life and once you read his report you'll know why. The Monterey weekend isn't cheap and you'll find out how not cheap.



**CAMMER COBRAS.** *4 pages.* If the 427 Cobra is the ultimate high performance shorts car, and the Ford 427 Single OverHead Cam engine is the ultimate engine, what happens when you combine them? Jeff Burgy collected a bunch of photos and we fashioned them into a short article which is sure to start your imagination freewheeling. The recipe might say: combine, shake gently, and stand back for the nuclear explosion.



**BOULDER 2010.** *4 pages.* Cub reporter Howard Pardee went to the Shelby American Collection's annual Christmas party to get the story. He slipped into town incognito and hob-knobbed with the VIPs, snapped some pictures, and generally acquitted himself well. On his best behavior, he backed off on the booze, picked up his share of the tabs and kept his hands in his pockets. As soon as he got back he submitted his report. This is his story and he is sticking to it.



**SCHOOL IS IN SESSION.** *4 pages.* SAAC member Robert Cassling had the hots for a 1968 Shelby convertible. Rather than charge blindly into the market with a fistful of Franklins, he wisely started studying up, so he would know what questions to ask. Then he found the right mentors—Peter Disher and Tim Lea—to ask them to. They came through and he ended up with the car of his dreams. This is a brief story of how KR #4012 ended up in his garage.



**The Belgian Connection.** *3 pages.* SAAC member Rich Barnes got an email from someone he didn't know in Australia, informing him of 4 Shelseys, a Mach I and a Pantera in a warehouse in Belgium that were for sale. The owner had passed away. Does this sound like a Nigerian email scam to you? Barnes' curiosity had him on a flight to Amsterdam, a car trip to Belgium and then a stop at the port in Rotterdam. It was like something out of a script for a James Bond movie. But this one would have to be called "Dr. Yes."



**REUNION.** *2 pages.* When Greg Bradner bought 6S846 back in the 1980s he knew it didn't have its original engine. Registrar Howard Pardee received info locating the block and he put Bradner together with its present owner in the 1990s. After a decade of back-and-forth, the engine changed hands. Bradner went to SAAC-36 and got the engine, and then sweet-talked it onto a transporter heading back east. Today the engine is back with the right car.



**THE THRILL OF THE HUNT.** *4 pages.* We asked one of the club's Shelby/Cobra literature stalkers to provide a little insight into the world of collecting. Vern Estes not only did that but he sent us a bunch of photos of some of the treasures he has uncovered over the past few years. If you thought that the escalating values of cars drags the prices of all literature up with them, that's not the case. The rare stuff is always pricey but there's more to it than that.



**SAUSAGE, ANYONE?** *2 pages.* Ron Richards was going through a 1978 issue of the SAAC magazine and saw an article written by Marv Neeley who won the sales contest in 1966-67, selling more used Hertz GT350s than anyone else. Ron was entertained by the thought of what dealing with these cars was like back then and as opposed to what it is like today. He suggested that a lot of today's SAAC members may not have seen this article, so we're dusting it off and bringing it to you again. Remember, it's all true.