

# THE SHELBY AMERICAN





# The SHELBY AMERICAN #103

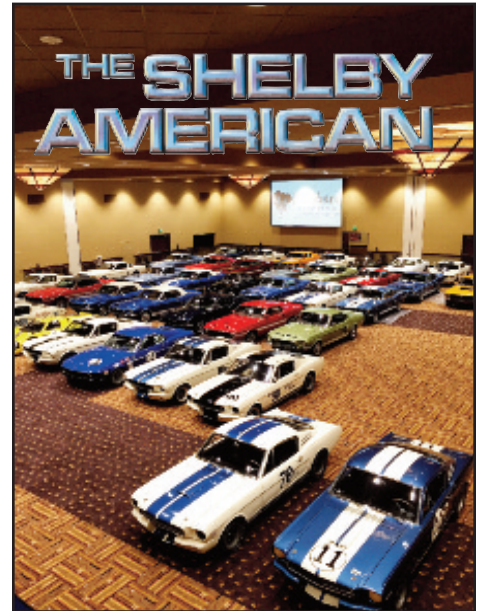
*The magazine of the Shelby American Automobile Club*

**FALL 2015**



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**ON THE COVER.** We went to SAAC-40 with a goal of coming home with a photo like this in our camera. We had only seen the ballroom empty when we visited the Kalahari in June but it wasn't difficult to envision the room filled with Shelbys and Cobras. With a picture in mind, we requested the hotel's scissors lift be available on Thursday evening at 11 p.m. so we could get enough elevation to take a cover shot. We knew this would be a once-in-a-lifetime opportunity. A ground level photo would not work. Our mission was accomplished, as the cover of this issue shows.



**THE MAIL SAAC.** 16 pages. We find a parallel between Shelby's "completion" 427 S/Cs and Jaguar's new "completion" Lightweight XKE. More news about the graffiti vandal gang photographed defacing a '65 GT350 in Florida. A Shelby Cougar? Believe that and we'll sell you some shorefront property in Iowa. Another 50th anniversary commemorative Cobra: this time it's a Daytona Coupe. An auction in Monterey will peg the value of the Shelby Cobra Challenge Car. An entertaining Dick Smith story. 5S480 disappears from a boneyard. And more!



**SHELBY AMERICANA.** 10 pages. We grab some pictures from an unaired television promo for a Paul Revere and the Raiders special that used a 289 Cobra and a Tiger. Our four Master Eagle Eyes are still churning out interesting stuff, trying to one-up each other. It's a spectacle we don't often see in this club. It includes evidence of one of the four spending an inordinate amount of time watching Rachel Maddow's uber left-wing yakfest. You'll have to read it to find out who. And how about a Cobra GT4 heavy duty 4WD mobility scooter?



**SAAC-40.** 13 pages. If you were there, the convention article and pictures might reveal something you didn't know that took place at the convention. And if you weren't there, here's most of the story – because there was so much going on it was impossible for anyone to see everything. Conventions are like that, especially this year where there was wall-to-wall activity at the track at the same time there was concours judging taking place in the Kalahari convention center's main ballroom. Imagine a concours car in your living room. Then imagine 30 of them.



**SAAC-40 VINTAGE RACE.** 4 pages. This year's convention was a double-bump. Not only could intrepid SAAC racers tear up the asphalt in our vintage race but since we were sharing the weekend with the SVRA, they could run in the SAAC practice and qualifying sessions and also compete on Sunday against SVRA's wild and woolly Group 6 cars: Corvettes, Camaros, Jaguars and Porsches. The SAAC race was held at the end of the day on Saturday, leading some people to wonder if drivers rushing to SAAC's dinner would still be in their driving suits.

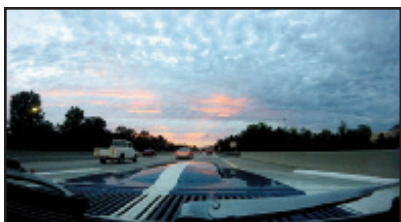




**SAAC-40 CONCOURS.** *7 pages.* And the winners are... They were announced during the evening program but there was no way that most people could match a name with a car. We can help. Thanks to ace lensman John Guyer, we are able to provide a photo of every winning car. And as an added bonus, we have photos of each of the twelve historical competition cars we invited to share some of the wall-to-wall. We were heavy in R-Models because 2015 is the 50th anniversary of the GT350. We were able to grab a six-pack.



**SAAC-40 Popular Vote.** *1 page.* The pop vote show was scheduled for Saturday morning. It was the last day of the convention, and the thought was that was the day of highest attendance, so there would be more cars in the popular vote show than any other day. One thing that was noticeable was that the show attracted a large number on IndyCar crews who walked around the car with appreciative looks on their faces. After rain here and there during the convention, clouds had cleared out Saturday and the weather was picture-perfect.



**ROAD TRIP!** *8 pages.* When is the last time you heard about someone driving an early Shelby across the country? How about across and back with a few side trips on each end? Tim Kiliniski rolled up 7,582 miles on 6S336's odometer and the car did not miss a beat. It was a solo trip on the way out, chasing the sun the whole way. Once he was in California he did a little visiting and then drove north to NorCal's Mini-Nats at Sonoma Raceway. Then down to Monterey for the 50th party for the GT350. And then back east to Pocono. He tells us all about it.



**A TRIP TO MONTEREY.** *7 pages.* If you were at Monterey for the race week, you already know the event was huge. It was the 50th anniversary of the GT350 and if you drove one of those cars to the event you were treated like a king. GT350s were everywhere, at every event and we asked photographers Bob McClurg and Bill Fulk to snap away. We were able to fill seven pages with pictures but you can bet this was only a small slice. There was a lot going on and we tried to bring it all to you.



**STANDING HISTORY ON ITS HEAD.** *4 pages.* To anyone racing an "honored marque" vehicle at Monterey, at the top of their to-do list is to make sure they get their car into the "tire photo" at noon on Wednesday. Manufacturers customarily use the photo in their marketing plans and with Ford's unveiling of their new GT350R, they were not going to let it slip past them. You'd think they would have jumped at the opportunity to park their new GT350Rs next to the originals that were there. You'd think.



**R-MODEL MUDDLE.** *2 pages.* Speaking of R-Models, Ford unveiled a 2015 Mustang GT350R earlier in the year. It has been described as one of the fastest and most responsive Mustangs ever made: a Camaro killer and a Challenger terminator and certainly worthy of the name. Ford built 37 2015 models to commemorate the 50th anniversary of the original R-Model. Wait. Stop. 37 cars? Shouldn't that number be 36? How could Ford have made this colossal mistake? We tap the 1965 registrar on the shoulder and ask him to dig into it.



**6 COUPES – The Photo Opportunity of a Lifetime at Goodwood.** *5 pages.* Word spread quickly that all six Cobra Coupes would be at the Goodwood Revival in September. All six had never been together at one time. It was a thought that made Cobraphiles swoon. Special parking and an exhibition with all six cars on the track; it was something not likely to ever happen again. Of course, it took Lord March to make it happen. Peter Brock was one of the guests of honor along with Coupe drivers Allen Grant and Jack Sears.

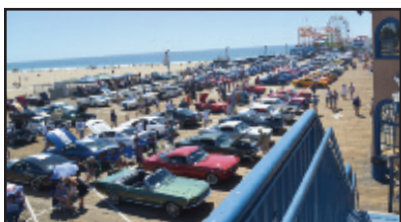




**THE LONG ROAD BACK.** *3 pages.* Ford is going back to LeMans, fifty years after they picked up all the marbles in 1966. And not with a vintage car or some kind of a retro machine but a brand new, state-of-the-art GT40 which will also be available as a street car. After building 4,038 2005 and 2006 Ford GTs and leaving it to individual racers to modify and race them, this time there will be factory entries for the entire 2016 FIA endurance race season. Our Ford GT authority lays it all out. He will also be reporting about the first race at Daytona.



**2015 NORCAL MINI-NATS.** *6 pages.* The Northern California region of SAAC held their annual wingding at Sonoma Raceway (formerly Infineon and before that Sears Point in case you're having trouble following the pea under the walnut shell). It was scheduled for the weekend before the Monterey extravaganza. Harvey Sherman provides an excellent event report and he and Bill Fulk contributed photos of some of the cars that were there.



**LA SAAC's TONY SOUSA CAR SHOW AT THE SANTA MONICA PIER.** *2 pages.* Almost everyone who watches television knows what the Santa Monica Pier is. It is used as a background for numerous TV series that are shot in Los Angeles. It's a fishing pier and an amusement park. And once a year it is the scene of a car show. SAAC's Los Angeles region has finessed themselves into the position where they are the only car club allowed to use the pier as the site as a car show.



**COBRA NED.** *8 pages.* We grab the Cobra Registrar, Ned Scudder, and sit him down for an hour or two and discuss his history with Cobras, how he got his start in the registrar biz, and what he sees as the future of Cobra enthusiasm from his unique perspective. When Ned Scudder speaks about Cobras, it's like the E.F. Hutton commercial when everyone stops talking and leans in to hear what he is saying. After more than forty years studying, cataloguing and observing these cars and their owners, nobody has more credibility.



**SAAC-22.** *10 pages.* We set the Wayback machine to 1997 and head back to SAAC-22 at Road America in Elkhart Lake, Wisconsin. The main attraction was "American's Longest Road Course" and at four miles it lived up to the name. It attracted some historical cars (like the 427 Cobra Daytona Supercoupe) and was almost the scene of a catastrophe when a tornado barreled onto the scene, forcing everyone to retreat to the tunnel under the track. Fortunately it veered away from the track but it made a shambles of the bratwurst dinner in the big tent.



**THE CHECKERED FLAG.** *5 pages.* Another handful of bright lights in the Shelby World were extinguished in 2015. We should be getting used to this, but you never really do. Each person who passes represents a piece of Shelby history that is irreplaceable. We are better off for their having been among us, but we nonetheless feel the loss when they are gone. Godspeed.

Blank spaces in this magazine make us feel like slackers. They produce an itch we just can't reach. The good news is, we can almost always find an interesting picture to fill the hole. Here's an example. Our Monterey Motorsports Reunion article was already completed when we received this neat picture of Chuck Cantwell and Peter Brock, enjoying the Monterey ambiance. We just had to find a place for it. We're not experts here, but it appears that these guys are having way too much fun. Is there any way to even things out? How about if they have to wear shoes a couple of sizes too small.





## SAAC-41 - 2016: The Year of the Hertz Car



Here are some clues about SAAC-41 at Mid-Ohio: the convention t-shirt will be black with a '66 GT350H on it. The convention hats will be black. There will be lots of Hertz stuff at the evening program. We've made inroads at the Hertz Corporation; look for them to play a role. How about a parade lap session open only to '66 Hertz cars (at no charge). If you have a Hertz car, this would certainly be the year to bring it. And if you have one that is presently undergoing work, you have about six months to get it running. It's not important how it looks, as long as it runs. We'd like to see a long line of, oh, maybe a hundred black and gold GT350 H's (along with a sprinkling of red, white, blue and green cars). And we have more ideas percolating. Got a '68, '69 or '70 Hertz car? You won't be forgotten. The fifty year anniversary of the GT350 Hertz car is something you will not want to miss. And if you do, you'll be sorry for a long time. Don't let that be you.

## SHELBY HONDA GT600 ?

In 1968, Carroll Shelby was poking around for new projects that would allow his company put to use the experience they gained building and racing Cobras and guiding Ford's GT40 program from teething in 1965 to victory at LeMans in 1966 and 1967. His Trans-Am team won the championship in 1967 and in 1968 he stuck his toe in the Can-Am pool, and even built an turbine-powered Indianapolis racer. When he heard that Toyota was building a sports coupe that they intended to export into the US in 1967, Shelby contacted them and convinced them that he could turn their Toyota 2000GTs into winners in SCCA racing in the hotly contested C/Production class which was dominated by Porsches and Triumph TR4s.



Even though the Shelby-prepared cars won their first races, the 2000GT street cars were on the expensive side and the car was ahead of its time. Toyota only built 351 cars and of that number they only exported 62 cars into the U.S. before they ceased production in 1970. That decision would come back to haunt them when they lost that potential market to Datsun when the new 240Zs were brought into the U.S. in 1970. Because of their low price, sold like hotcakes. The cars dominated SCCA's C/Production class for the next ten years.

Did Shelby jump from Toyota in 1968 to Honda in 1969 when the company predominantly known for motorcycles started building mini-compact cars to export to the U.S.? They were powered by 600cc engines, only slightly larger than the biggest Honda motorcycles, and they were said to get upwards of 40 mpg – back when American manufacturers bragged when their cars got 15 mpg.

Rumor has it that Shelby was sent a prototype Honda 600 which was immediately painted blue and given white LeMans and rocker panel stripes with "GT600" designations. Between 1970 and 1972, 40,568 Honda coupes and sedans were sold in the U.S., mostly in Hawaii and California. No Shelby model was ever produced as far as anyone knows, and only one photo of the prototype has ever surfaced. Shelby reportedly lost interest in the car when he was not able to squeeze into its cockpit.





# THE MAIL SAAC

## Notes from the SAAC Mailroom:

We saw an interesting article in the June 11, 2015 issue of the *Wall Street Journal* written by Dan Neil about the reincarnation of the legendary Lightweight Jaguar XKE. Jaguar only built 12 of these cars in 1963 (the final one was actually completed in 1964). The last one to be run through an auction brought \$7.5 million. The six reproduction cars referred to in Neil's article will carry "leftover vehicle ID numbers from the incomplete build of 18 'Special GT-E Type' competition cars in 1964." Stop us if any of this sounds familiar.

The car is described in the article as being, "brand new...but considering that it was assembled in Browns Lane, in Coventry, the E-Type's ancestral home, by a team of artisans, some the sons of fathers who built the original E-Types; and considering that it was constructed with virtually identical materials from many of the original suppliers (Connolly leather, Lucas lights, Smith gauges, Dunlop tires)..."

"Given all that [the use of leftover serial numbers to complete six more lightweight Jaguar Es], the car's ontological status seems mysterious," wrote Neil. "Is it a copy, a reproduction, a post-production, a counterfeit, a reincarnated artifact? The Jaguar Heritage department, they who built the car, calls it a 'continuation' model, as if all those blokes on the line had been taking a tea break for 60 years. The Federation Internationale de l'Automobile (FIA), the world body governing motorsports, will regard the six cars as 'period competition vehicles' fully qualified for historic racing, which seems a delightful bit of self-deception."

## GRAFFITI GANG CAUGHT ON CAMERA !



In the Spring 2015 issue we reported on a graffiti vandal who was photographed defiling Darek Stennes' 5S242 during the Amelia Island car show weekend. It appeared to be the act of a lone desperado but after that picture was published we received additional photos taken at the Amelia Island event. It is now apparent that a gang of graffiti hoodlums was at work, taking turns trying to make Stennes' GT350 look like a New York City subway car. When you read about graffiti vandals they are usually young people, typically from ghettos in larger cities. But judging by these photos, this is a mob of geriatric thugs with gray hair and considering the way they are grasping their marking pens, could have advanced arthritis. It should be relatively easy to apprehend these delinquents because they were thought to have made their escape in slow-moving golf carts. Local police have dubbed them "The Geriatric Graffiti Gang." We'll keep you posted.







Had not Jaguar received advanced FIA approval that their recreations would be legal to race, it is doubtful the project would have gone any farther. By the way, all six cars have been sold for \$5M each. Historic racing (called "vintage racing" in the U.S.) has become big business everywhere. Large crowds mean large gates and rare historic race cars attract large crowds. However, when these rare historic cars become too valuable to race, owners stop bringing them out. The other side of the equation then comes into play: fewer cars mean fewer spectators, which means smaller gates. The goal of race organizers is to insure that events have a healthy number of entries. This is why they no longer place a premium on race history and are hesitant to turn cars without it away.

The FIA, once meticulously strict in Europe, has bowed to the business end of historic racing and allows recreations, as long as cars have "legitimate" serial numbers of cars which were raced when they were new. A number of Cobras presently racing in Europe appear to be based on Kirkham cars or other reproductions and use serial numbers appropriated from original Cobras which were wrecked in the 1960s or have otherwise "disappeared." This allows the FIA to hold its head up and maintain that they only allow period cars to race while turning a blind eye to recreations with correct numbers but no actual history. They have made an exception in allowing the newly recreated Lightweight Es to compete.

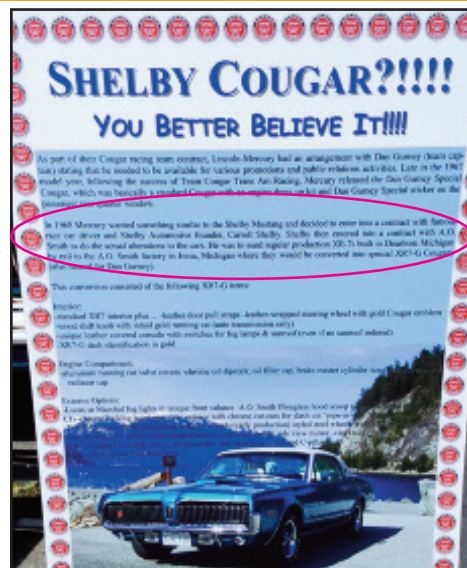
Where will this trend go? Europeans have only to look at the U.S. Forty years ago when vintage racing in this country began (sired by Steve Earle at Monterey's Laguna Seca) it was envisioned as a show-

## SHELBY COUGAR? YEAH, RIGHT.

There's no question that when it comes to cars, an association with Carroll Shelby is a virtual guarantee to increase value. So we shouldn't be surprised when an owner concocts a link out of whole cloth. If true, it would certainly add to the uniqueness and luster of the car. But if it's not true then it becomes a matter of determining if the car owner is a charlatan or merely an unwitting dupe. Neither choice is especially gratifying.

The latest in this parade of pinheads was spotted at a Cougar show held at the Blackhawk Museum in Danville, California back in late June. A 1968 XR-7G (for Gurney) had a showboard next to the car advising anyone who saw it that the car was a "Shelby Cougar." Having recently published the 1968-69-70 Shelby Registry, we were somewhat surprised that something so important could have eluded our research. And yet, there it was, in print.

*"In 1968 Mercury wanted something similar to the Shelby Mustang and decided to enter into a contract with famous race car driver and Shelby Automotive founder, Carroll Shelby. Shelby then entered into a contract with A.O. Smith to do the actual alterations to the cars. He was to send regular production XR-7s built in Dearborn, Michigan by rail to the A.O. Smith factory in Ionia, Michigan*



*where they would be converted into special XR-7G Cougars (also named for Dan Gurney)."*

We weren't there, of course, but if we had been, and if we could have talked with the car's owner, it would have been interesting to hear his explanation of why Mercury would have gone to Carroll Shelby in order to deal with A.O. Smith, a subcontractor totally independent of Shelby. And why, in everything written about XR-7Gs to date, was a Shelby connection never mentioned? We're guessing that all we would have heard were crickets.

Moral of the story? Don't believe everything you see in print, even if it's on a professionally-done signboard.

## '68 SHELBY ON "MY CLASSIC CAR"



Dennis Gage was at a car show at Morgan Park in Glen Cove, New York in late June where he caught up with Keith Schadoff, SAAC's A.O. Smith historian, and his son Brandon. Check out Brandon's smile: he knows that if he keeps his nose clean for a few more years that red Shelby will be all his.



case for cars with actual race history to be exhibited at speed on a track. Since then, other vintage racing organizations have sprung up and compete for track dates and competitors. Historical requirements were relaxed by some organizers because they noted fewer entries with history as the value of these cars increased. There has been a continual push to allow Cobra roadsters and Daytona Coupe replicas to be recognized as legitimate vintage entries. Rather than a sweeping relaxation of the historical requirement, Cobras are accepted on a case-by-case basis.

The fallback position will eventually be, "cars must appear period correct." This has already happened with GT350s. Not only are street Shelseys with competition equipment allowed to race in U.S. events but Mustangs which never saw the inside of Shelby American are accepted by sanctioning bodies who make it a habit not to look too closely when one of these sheep-in-wolf's-clothing is presented for technical inspection.

And can you blame them? It's a poor business decision to turn away paying customers. Limiting starting fields to only a handful of legitimate race cars with verifiable history is a recipe for the extinction of vintage racing. It's probably only a matter of time before it becomes "run-what-ya-brung" where only the most outrageous examples are turned away.

Reading about these "new" lightweight Jaguar XKEs provided a real *deja vu* moment for us. Recall 23 years ago: in 1992 when Carroll Shelby was more or less publicly shopping the idea of completing 44 Cobra 427 S/Cs which had never been built in 1965. Or, as the story was told by Ol' Shel with his best-buddy, good ole boy, arm-over-your-shoulder, syrupy Texas drawl, the chassis existed and had been given serial numbers back in 1965 but were never completed. They had been sitting in a warehouse in Texas all these years.

**1 IN 833 CHANCES TO WIN THIS NEW SHELBY GT350  
DO YOU FEEL LUCKY? WELL, DO YA, PUNK?**



Drawing for the Shelby American Collection's 2016 GT350 Raffle Car will be held on Saturday, December 5, 2015 at the museum in Boulder, Colorado. You don't have to be present to win. The number of tickets has been limited to 5000. They are \$50 each and if you purchase five tickets you get one more free. That lowers the odds from one in 5,000 to one in 833. Don't want to keep the car? You can opt for \$50,000 in cash. For details, go to <http://shelbymustangraffle.com> And good luck!

**SAAC CONCOURS : THE HOBBY'S GOLD STANDARD**



The large auction companies know a thing or two about marketing. When they get a car with unique history they use photos of it in ads, promotions and in their auction catalog. They call them "feature cars." And they don't rely on owners to send snapshots; they send professionals to shoot these cars. Russo and Steele used this stunning photo of 6S213 to advertise their auction in Monterey. In the description of the car, they cite the following: "*This amazing GT350 is one of only two Shelseys to earn the following elite awards: •SAAC National Convention Division I Concoours Premier Award (perfect authenticity score)...*" A SAAC Concoours award is the gold standard in this hobby. SAAC's concoours judges are universally recognized as the unequalled experts when it comes to production details of these cars. We take concoours judging seriously because we realize that the club's reputation rides on it. It's not just about a trophy.



Shelby tried several times to launch this rocket but each time it fizzled. He had a lot riding on it. At that time 427 S/Cs were changing hands for more than \$1M each. He had announced that he would be selling his "completion cars" for half that – \$500K. So to his way of thinking, it was a great deal. Half-price for the buyer and he would stand to rake in \$22 million, less whatever building 44 cars would cost (a conservative estimate was \$440,000). Net profit: Shelby would lug \$21,560,000 to the bank.

It didn't quite work out that way, of course. A big reason was because instead of trying to feed a handful of cars into the Cobra market, CS wanted to go all in, and 44 cars was a huge number for the market to absorb; almost half of the total number of competition and S/Cs originally built. Another factor was that in 1992, vintage racing organizations were having no trouble filling fields. Third, Shelby was competing with a large number of companies making replicas, including his own—the CSX4000 series cars. And fourth, Cobra prices had declined and while a \$500K 427 Cobra completion car looked like a bargain compared to a \$1M original, when the originals could be purchased for \$650K it suddenly wasn't such a sweet deal. The result was that the completion cars only attracted six buyers. The inventory of parts left over were used to build CSX4000 cars.

All six of the continuation lightweight Es have been spoken for. Nothing succeeds like success, and Jaguar insiders are whispering that they may have another project up their sleeve. In 1957, 26 XK SS models were built. They were D-Type cars modified for road racing. A fire at the factory destroyed nine of them. Those nine VINs are available and Jaguar Heritage are eagerly licking their lips. Steve McQueen had one of the originals and drove it on the street. That, in itself, should guarantee the success of the XK SSs.

## 50TH ANNIVERSARY COBRA COMMEMORATIVE



Shelby American announced a 50th Anniversary Daytona Coupe model which they officially unveiled at the Monterey Motorsports Reunion. *"After the success of our 50th anniversary edition Shelby Cobra big block roadster program, we were bombarded with requests to offer a limited edition Daytona Coupe,"* said Keith Blair, Shelby American Chief Operating Officer. *"We spent the last year carefully planning an aluminum car that is faithful to the six built during the 1960s. In addition, we developed an anniversary edition fiberglass version that is true to the spirit of the Coupe, but reimagined as if it had remained in production over the years."*

The prices for the 50th anniversary Coupes were pegged at \$349,995 for the aluminum version and \$179,995 for fiberglass-bodied cars.



Shelby American expects to build a combination of 50 specially-badged Coupes, aluminum and fiberglass. *"Since each original competition car was slightly different,"* the press release stated. *"Shelby American chose one specification for the continuation cars that best represents all of the Coupes."* The press release also states that they will all be period correct.

Twenty-five cars are scheduled to be built in aluminum by Kirkham (they are expected to take two to three years). The twenty-five fiberglass cars will be built by Hi-Tech in South Africa. All of the cars are described as component vehicles, built to order and finished by the customer or an authorized dealer. They will be delivered as rolling chassis. An aluminum block 289 engine with the car's serial number stamped in is available separately from the Shelby Engine Company.

The aluminum-bodied Daytona Coupes will be given serial numbers between CSX9950 and CSX9999. All 50th anniversary Coupes will be issued a Shelby American serial number for documentation in the official Shelby American Worldwide Registry (*not to be confused with SAAC's Cobra Registry*).





## SHELBY ENERGY DRINK? HECK YES - WE'LL DRINK TO THAT!

We've said it before but we'll say it again: if you stick around long enough Shelby's name will be on everything. The latest is the Shelby Twin Turbo energy drink. Shelby Craft Beer & Beverages recently introduced their Shelby-labeled energy drink in a really slick-looking 8.4-oz. slim can. Their email press release reached us too late for us to put the touch on them to supply us with a pallet or two of cases in time to pass them out at this year's convention, but there's always next year. The company is located in Los Angeles and that's where they are presently distributing their product, but we have the feeling that it won't be too long before it goes national. Imagine the refrigerator in your shop filled with these cans of Shelby go-juice! The press release says they want to promote themselves as "*the social side of Shelby*." Sounds good to us. For more information check out:

[www.facebook.com/shelbycraftbeer](http://www.facebook.com/shelbycraftbeer)

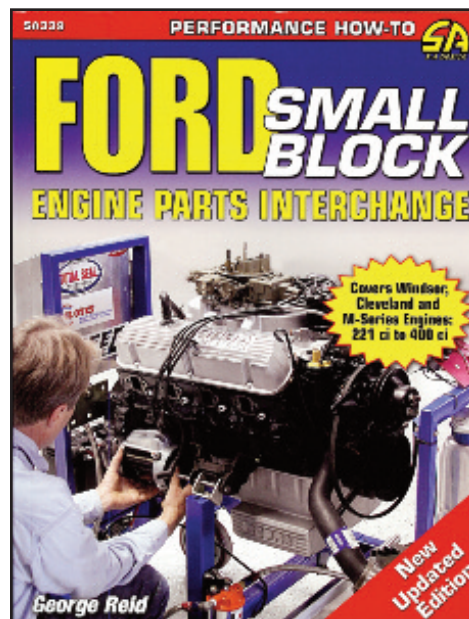


These cans are so good looking that we suspect none will ever get thrown away. Empties will be lined up along the top shelf of garages and playrooms and at some point in the future we'll show you photos to prove it!



## A STAR IS BORN

We may have discovered the beginning of a male modeling career on the cover of the new "Ford Small Block Engine Parts Interchange" book published by SA Design. We recognize the engine – that's easy: it's a 289 Shelby Hi-Po out of 5S505 being prepared for some dyno time. But the identity of the dude attaching the starter proved somewhat more difficult. Fortunately, SAAC has a member who works in the bowels of the National Security Agency, running an advanced imaging computer. We sent him a scan of the cover and he was able to isolate the guy in the picture and rotate the image so we could identify him. We were surprised to see that it was none other than Craig Conley, a long-time SAAC member, early Shelby expert, vintage racer, former surfer and current owner of Paradise Wheels in the San Diego area. Now you can add male model to that resume. Asked about his professional name of "Mike Folsom," Conley explained that Dirk Diggler was already taken.



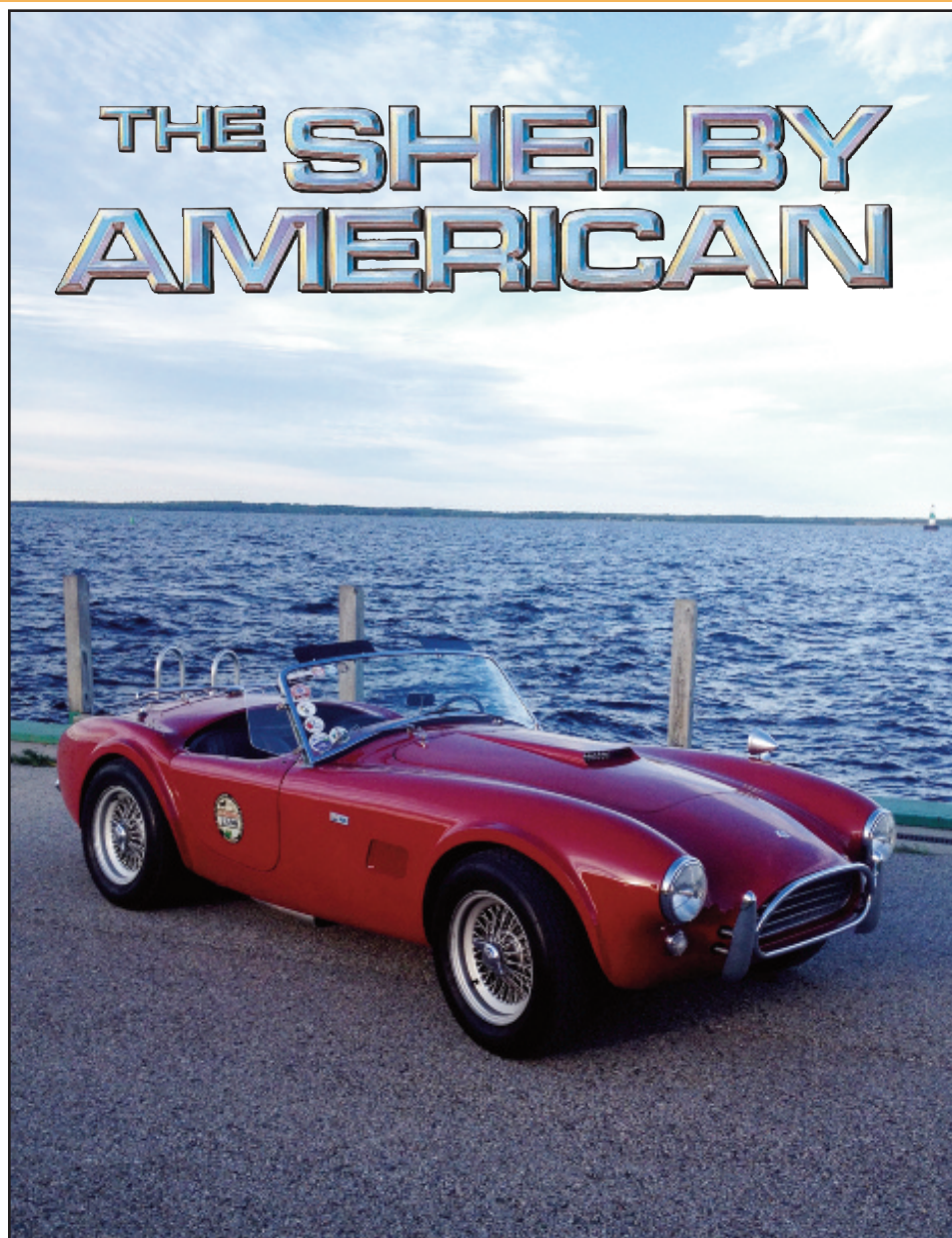


## THE SHELBY AMERICAN COVER DO'S AND DON'T'S

SAAC members Tom Cotter and Jim Maxwell put together a five-day, thousand-mile tour every year for original Cobras. They pick a different area for each one; usually in the eastern half of the country. [*Sidenote: Lynn Park and Drew Serb also organize a similar five-day, thousand-mile rally in the western half of the country each year.*] If you're wondering how you could have missed the announcement for either of these events, don't lose any sleep over it. They are by invitation only and typically include about a dozen cars. The Cobras are driven about 200-250 miles a day through some of the most scenic landscape and over some of the most enjoyable roads the organizers can find. Whiners are not tolerated (and certainly don't get invited a second time). Overnights are at top quality inns or hotels and most meal stops are places with memorable menus. The weather is a non-issue: it is what it is.

This year's event was dubbed the "Yoopers Tour" because it went around Lake Michigan and through Michigan's Upper Peninsula (referred to by the locals as "UP," and they are called "Yoopers.") Jim Sfetko is a regular on these tours in CSX2321 and this year he emailed us the picture at the right and suggested that the lighting was just right and it would make a great cover photo for *The Shelby American*. The car is Cotter's CSX2490 and the shot was taken at Escanaba, Michigan. Look at the picture and see if you can tell why it didn't make the cut.

When car owners and enthusiasts take a picture of a car they love, it is all they see in the viewfinder. They're not looking beyond the car. We have observed this over the past forty years and we have witnessed the results. Direct your attention to CSX2490's luggage rack. What look like a pair of single-loop chrome roll bars are actually the handholds of a ladder behind the car that provides access to the lake. The car is so stunning and the lake and sky background so perfect that Sfetko didn't notice the distraction. It's not the first time that has happened and won't be the last.



As long as we're picking nits, the picture would look better if the three posts behind the car weren't there. That usually means positioning the car differently, to one side or the other if that's possible. Bringing the camera closer to the ground is one way to make them disappear. These are all "tricks" professional photographers employ. It's what separates them from amateurs.

Other than that, Sfetko's photo was right on the money. For a cover photo, the car needs to be in the bottom half of the frame, so when we lay the cover type across the top it doesn't land on the car.

Another common mistake is standing too close to the car. For some reason people seem to want to get as close to the car as possible. This eliminates space on either side of the car in the frame and that's often necessary to position the car in the center of the picture. We enlarge or reduce the size of the image to fit within the frame. If the car's fender or headlight almost touches the edge of the frame it makes the picture hard to use.

With only four covers a year, we won't waste one by using a standard photo—no matter how beautiful the car, itself, is. We try to maintain high standards.



## SHELBY CHALLENGE CAR BUBBLES TO THE SURFACE



We couldn't help but notice that a Shelby Challenge CSX4000 car was advertised for the Russo and Steele Monterey Auction. We couldn't recall any of these seven original cars being offered at auction, and at no reserve it would be a good indication of what one of these cars might be worth.

Back in 1999, David Purcell, owner of a marketing company, and Roy Hunt, a Shelby CSX4000 dealer in Las Vegas, hatched the idea for a spec-series of races where retired name drivers would drive specially-modified CSX4000 Cobras as support races during CART (Championship Auto Racing Teams) Indycar events. The primary goal was to attract publicity for the new Shelby component cars. Television coverage was crucial, and the list of drivers being floated piqued a lot of interest in the project: Mario Andretti, Paul Newman, Bob Bondurant, Emerson Fittipaldi, Parnelli Jones, Bobby and Al Unser, Tom Sneva, George Follmer, John Morton, Johnny Rutherford, Danny Sullivan.

Planning called for the "Shelby Cobra Challenge Senior Racing Series" to begin the following year, 2000. The "Senior" was quickly dropped from the name because of the negative public perception of a bunch of old-timers racing when they probably should have been driving golf carts around a country club.

Seven cars were eventually built to identical specifications by Shelby American and buyers with stars in their eyes stepped forward. The logistics were formidable. The cars would all be transported to the track and owners would pay a share of the costs. A crew of mechanics would oversee the cars. The drivers' travel and hotel expenses would be paid out of a sponsor

fund. Owners would be part of each car's team and would participate in all social activities.

The series never got off the ground, primarily because CART began to implode and, in 2003, declared bankruptcy. The owners were left with cars with no place to race them. Neither fish nor fowl, they were not eligible for SCCA competition and no vintage race organization would accept them. They were invited to compete at SAAC conventions and owners found open track events where they were allowed.

This is the first time a Cobra Challenge Car will be auctioned off and, at No Reserve, it should provide an accurate indication of these cars' value.



## BLUE STRIPES ON ANY WHITE MUSTANG ARE EYE-CATCHING

Ok, it wasn't an early GT350 quietly rusting away in this field, but from a distance it was sure worth a closer look. Eric Veard of Amherst, Ohio was stopped in his tracks when he spotted the blue stripes on a white Mustang. It turned out to be a Mustang II Cobra II in a field behind an abandoned building. He went in for a closer look and saw one detail that was especially interesting. The plaque on the dash board was a 1975-76 SAAC member plate. Aside from the serendipity, we have to marvel at the ability of the plaque to withstand time and the elements and stay stuck on that dashboard.





## 55480: THE BONEYARD BLUES - NOT EVERY SHELBY GETS RESCUED

*A long time ago we received a letter from Jim Nardone, a '68 Shelby owner from San Antonio, Texas. It was about a '65 GT350 he had come across in an Arizona boneyard. He enclosed a few photos he took at the time. We thought it would make an interesting story in The Shelby American and we set everything aside. Then we lost track of it. We knew it was around here somewhere but it wasn't until the other day that we found it. Although it's aged a bit, the account is nevertheless interesting.*

**M**ine is a sad story, today, but I feel the responsibility as a Shelby owner to pass it along. I was on active duty in the Air Force at the time, a young buck back then (unlike the way I would currently characterize myself). I was stationed in Plattsburg, New York, near Lake Champlain, about twenty miles from the Canadian border. I had met and married my wife on a previous assignment in Tucson, Arizona and we visited her family there every chance we got. I loved the desert, especially seeing the multitude of rust-free, vintage cars that wheeled down the sun-drenched roads. Being a transplant from the Northeast rustbelt, I was in automotive heaven. I had already purchased two 1966 Mustang 2+2s in Arizona and sold them years later when I bought my 1968 Shelby GT500—which also came from the Tucson area.

During one trip back to Tucson, still drooling over all of the wonderful, timeless vintage cars on the road, I went junkyard-hopping. I did this every chance I got when I was back there. Scanning the isles I found my feet shuffling quicker in mounting anticipation of what might be around the next corner.

This particular day as I rounded a line of derelicts I spotted a gray-primed 1965 or 1966 Mustang fastback. My pulse began to quicken. The front sheetmetal and doors were gone and there was a gaping hole in the firewall that extended along much of the transmission hump. *"This poor car..."* I thought to myself.

I started to look at it more closely. It had rear brake cooling ducts attached to the rear wheel houses. Then I saw a bracket for an over-ride traction bar welded to the floor pan. Wait, there was one on each side. For a moment I wondered, *"Can it be? Naw, no way..."* I walked around to the rear of the car and looked into the trunk. There were battery cables where a battery had once been mounted.

I slowly moved around this battered carcass, its front end looking like a buzzard-picked skeleton in the desert. I noticed the modified shock towers which likely made room for a big block. The upper A-arms had been lowered. There were just too many coincidences for this car not to be a Shelby.

I examined the inner fender panels very closely and found the Ford VIN. It was a '65, from San Jose, with a K-code. Then I found the Shelby number stamped into the passenger side. It was like the clouds parting. This was a genuine 1965 GT350. The serial number was SFM5S480. My heart began to race and I was ecstatic! I took a lot of pictures of the car and found a pencil and a scrap of paper in another car and made pencil-tracings of the Shelby and Ford serial numbers. I was sure that nobody would believe I had found a real 1965 GT350 without some kind of "proof."

I couldn't wait to approach the junkyard's manager, in his office out front. I told myself to be calm and not let on that it was a Shelby. I rehearsed what I would say as I walked out, and envisioned returning with a truck and trailer to haul my treasure home.

I calmly inquired about purchasing the car. He asked me what parts I needed. I responded that I wanted to buy the whole car as it sat. He said he did not sell whole cars, just parts. I quickly made up a story about having an old, badly-rusted Mustang fastback back home and needed the whole thing, intact, to restore it. I asked him how much cash I'd have to give him to take possession of the car. After a long pause, he said, "\$150." I could hardly believe my ears. Only \$150 for a very rough but genuine 1965 GT350. I asked him about the title. He said I wouldn't be getting a title and wouldn't get the car in one piece. He would cut it up into three or four pieces before it left his yard.

I told him that I didn't want it in pieces; I'd take it whole, the way it was. If he cut it up I would just have to put it back together again. The more I pressed him, the more adamant he became. The only way that car was leaving there was in pieces. At one point in our conversation he told me that it was not a Shelby. I said, *"Of course not."* He finally admitted that he was concerned about liability; if he sold the car and it was repaired, and then ended up in an accident he did not want to be liable.







I left the junkyard completely frustrated and upset because I was so close and yet so far away from rescuing a piece of history. That junkyard was like a magnet to me. On a subsequent trip to Tucson I went back, with high hopes of striking a deal and taking ownership of the Shelby. There it was, in exactly the same place as it was the last time I had seen it. It had since lost many of its remaining original parts; the trunk lid, quick-ratio steering box and rear glass were gone. Once again I ran into a stone wall.

I was not going to get the car out of there in one piece. I considered the fact that the car might have been stolen, so I checked with the Arizona State Police. They had nothing on it. Then I inquired if the junkyard was allowed to sell entire cars. They said it was. I had given this predicament a lot of thought prior to my next visit to the junkyard and I had formed a plan. I suggested to the owner that I would post a bond, releasing him and the junkyard from any future liability. He immediately rejected this proposal.



I was now reduced to practically begging him to sell me the car but he was unbending on his policy of selling parts only. Like the previous time, I left the junkyard frustrated and upset.

During my next trip to Tucson I returned to the junkyard one last time. It felt like I was visiting an old friend in a nursing home. I looked around but couldn't find the car anywhere. My old friend had passed away in my absence.

I guess the final disposition of 5S480 will never be known. It's hard to believe it could have been anything other than scrapped. If a freshly restored car shows up bearing this serial number I'm sure the only "original" parts that would ever have seen the inside of Shelby American's LAX factory would be tiny portions, like the passenger side inner front fender panel carrying the Shelby serial number. Whenever I think of this car I feel both sad and disappointed because I was not able to rescue it. No one likes to see a car like this simply disappear.





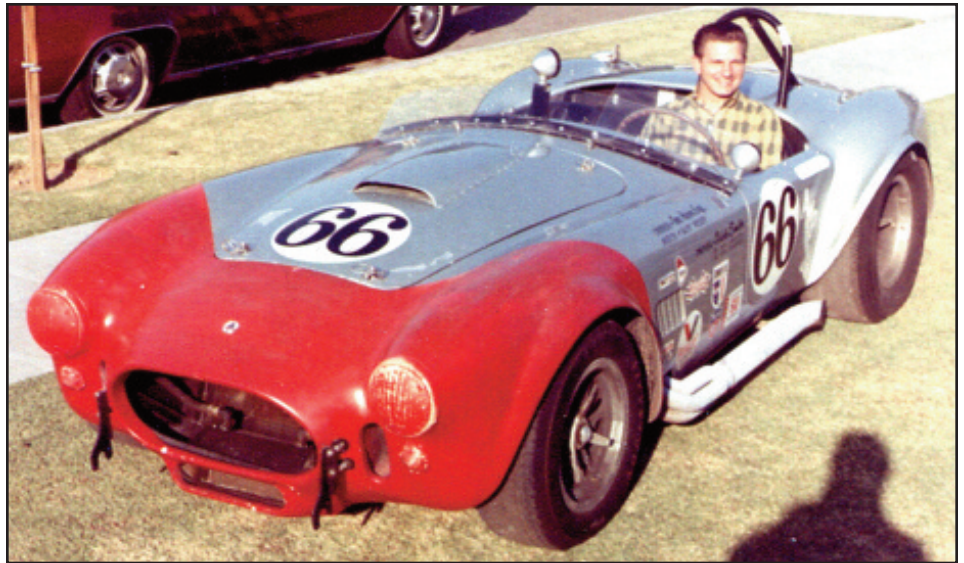


– Rick Kopec

I first met Dick Smith in Oakland at SAAC-1, in August of 1976. His smile was warm and friendly and when you talked with him he was genuinely interested in what you had to say. It was, after all, just two car guys, talking cars. His bright red 427 S/C was not a pristine show car – it was a retired race car, a former SCCA National Champion with nothing to prove. Realizing that by the mid-1970s the car was no longer competitive, Smith had taken it off the track and occasionally drove it on the streets of his hometown, Fresno, California.

You could tell as you watched him wiping the exterior down with a damp towel or lifting off the hood that was held in place by a klik-pin at each corner, that he was intimately familiar with the car. He raced on the West Coast from late 1966 through 1968 and garnered two ARRC invitations, one in 1967 (where he finished 1st in A/P) and one in 1968 (DNF due to a mechanical malfunction). In March 1969 at Sebring, a Porsche slid into him causing the Cobra to spin backwards into a post near the track's edge. The rear end was crunched and there was a fire which was extinguished quickly. Smith repaired the car and decided not to race it anymore. He painted it bright red and drove it on the street, entering the occasional open track and hillclimb. Then vintage racing came along and he was all-in.

Dick Smith was always interested in flying and had a private pilot's license when he was a teenager. In the mid-1950s he joined the Army and went to Infantry Officer Candidate School at Ft. Benning, Georgia. From



Smith started racing the car in the fall of 1966. George Harm originally purchased the S/C from Mel Burns Ford. The intention was for Smith to race the car but no full competition cars were available. There wasn't much difference between a comp model and an S/C. It was originally Silver Mink but Smith painted the nose orange to make the car stand out. In 1967 he bought the car from Harm and had a very good season. He went to the American Road Race of Champions at Daytona in November 1967 where he won the A/P National Championship. He was clocked at 198 mph.



Monterey Historics, August 1976 [left to right] Kopec, George Harm (Smith's long time friend and sometime sponsor), Dick Smith and CSX3035.



there he went to flight school where he earned his military pilot's wings. He continued flying for the rest of his life and was adept at piloting everything from a Piper Cub to a 707. After three year's active duty he remained in the Army Reserves and continued to fly. He ultimately retired as a major.

When Ronald Reagan was campaigning for Governor of California, Smith was his pilot. He said that each time they landed the plane, sometimes three or four times a day, Reagan made it a point to stop by the cockpit as he exited to thank the crew for a pleasant flight.

At SAAC-1 all of the historical race cars were parked in a foyer near the hotel's entrance. There weren't many of them back then because retired race cars were just beginning to acquire interest, value and panache. CSX3035 was parked near a side door of the ballroom where the dinner and evening program were held. We concocted a surprise for the start of the program. A false wall surrounded the ballroom, creating a ten-foot space around its perimeter, primarily used by the waiters and busboys. We decided to roll CSX3035 in through a service door and when the master of ceremonies began to speak, he would open his remarks by saying something about Shelby American being known for horsepower. At that point Smith would start the Cobra and lean heavily on the gas pedal. The sound of the

427's unmuffled side pipes inside the narrow passageway would reverberate and shake the walls.

As soon as we heard the word "horsepower" Smith touched the 427 off and it sounded like an explosion. People inside the ballroom were shocked and startled until they realized what had happened. Then, knowing smiles broke out on everyone's face. Everyone except for the hotel's banquet manager, who freaked-out. We had not informed him in advance because we were pretty sure he wouldn't have allowed it. We figured it was better to ask for forgiveness than permission. We quickly pushed the Cobra back outside and tried to act like nothing had happened.

Dick Smith was a regular, racing his Cobra at the Monterey Historics every year and we planned our vacation around that event every August. We spent a lot of time with Smith out at the track, telling stories and swapping lies. He was a very enjoyable person to be around and always attracted a large group of friends. At one point he and I were discussing our time in the Army and discovered that we had both gone to Officer Candidate School at Ft. Benning. In fact, we had both graduated from the 53rd Company. Even though we were ten years apart, it established a bond between us similar to that of fraternity brothers.

Smith was a popular guy and whenever he raced he attracted a

steady stream of friends and well-wishers who would stop by his car to chat. When he was talking with someone and another person he knew walked up, he would introduce both of them to each other and would include a short description to provide some context of how he knew both of them. *"This is my friend, Joe Shlabotnik. I went to high school with him."* Or, *"We used to race against each other in the 1960s."* Or, *"He runs the hardware store near me."* Smith was genuinely happy to bring two people together with himself as the common link. I watched this happen over and over, every time I saw him.

When he would introduce me, he would say, *"We were in the same OCS company,"* as if that was all the explanation that was needed. I never said anything, but if the third person had any military experience, I could see the thought cross his mind: either Smith was the oldest OCS second lieutenant in the world or Kopec was the youngest. It always made me smile.

Sadly, Dick died in April 2007, at 73 years old, when the small plane his son was piloting crashed in the mountains southeast of Los Angeles. Wind shear was thought to have been the cause, causing the plane to drop out of the sky in the blink of an eye. His death was a shock to everyone who knew Dick because not being able to control an airplane he was flying in was simply unthinkable.



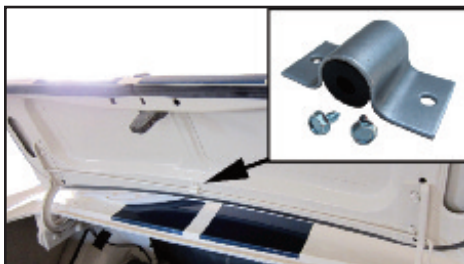
Smith at SAAC-1 in Oakland, California in August 1976.



Colleen Kopec waits for her ride at Ontario Motor Speedway during SAAC-3. When giving rides, Smith was always partial to females. Many a guy was left standing in the pits waiting patiently for a ride while Smith circulated the track eliciting high-pitched squeals of delight from his female passenger.



## REPRO TRUNK BRACKET



The elves at Virginia Classic Mustang apparently never sleep. Brant Halterman reported VCM's latest repro item is the '65-'67 Mustang fastback bracket assembly for the trunk lid torsion rod spring. These are also used on '65-'66 Shelbys and early '67 Shelbys with metal frame deck lids. It comes complete with the correct bracket, rubber insulator and a pair of screws. Price is \$16.95 – probably the cheapest thing on your restoration grocery list. Find an NOS piece? Forget it. A useable take-off? Ha! It will cost you more in gas going to a few swap meets if you can find one. We get the feeling that sooner or later Virginia Classic Mustang will have every single piece needed to build an exact specification Mustang or Shelby. Their website is: [www.virginiaclassicmustang.com](http://www.virginiaclassicmustang.com)

## ARE COBRAS GOING TO THE DOGS?



We received this cute picture in an email from our friends at the Shelby American Collection in Boulder, Colorado. They were advertising their annual party, scheduled for September 5th. Upon seeing the picture, we immediately understood how seriously this event was being taken. The heading was, "George has had his car washed, waxed and ready for the annual party and car show." It's a 50th Anniversary celebration of Shelby American's winning the 1965 World Manufacturing Championship. This is an appropriate celebration because the museum has an amazing collection of historical cars and rare memorabilia and that, alone, makes it worth a visit. Throw in mouth-watering food and an open bar with wine, beer and Margaritas as well as a '60s band and it's party time. And don't forget their traditional silent bid auction. And, we're guessing that George will be there.

## 2015 CARMEL "CONCOURS ON THE AVENUE" TOP WINNER

Monterey car week begins on Tuesday with a free car show in Carmel, a quaint town of about 4,000 that was originally established as an artist's colony. The place has charm in spades. To encourage residents to paint their houses different colors, house numbers aren't allowed. All mail is delivered to the post office downtown. About a dozen GT350 race cars were invited to caravan to a car show in the center of town. It was fitting that an R-Model won the top award.





## MEMO TO LEGENDARY MOTORCAR COMPANY: THANKS FOR SETTING US STRAIGHT

We can always count on two things from the Legendary Motorcar Company. They always have top quality cars to sell and their ads use excellent photography. When we saw the ad pictured at the right, we read the description and realized that it contained everything a potential buyer would want to know...except the car's serial number. So we sent them the following email:

*Dear Friends:*

*I'm assuming Peter Klutt won't be receiving this email because he is out in Monterey, but I wanted to pose a question before it slips my mind. I received the notice of this Hertz car being offered for sale and, out of curiosity, had one question that maybe someone at LMC can answer: Why is the car's Shelby serial number not included in the ad? Aside from the price, it is the single most important piece of information you can provide about the car. It will tell far more than any written description.*

*Not including it is either an oversight (hard to believe because you guys are professionals) or it is done on purpose—for what reason I cannot imagine unless there is something about the car's history which is detrimental and needs to be hidden because it might cause potential buyers to immediately lose interest. If there is a third reason I am not aware of I would live to know it.*

*Rick Kopec*

And, of course, there was one. Actually, there were four. We received a speedy reply from LMC's David Griffiths, who explained that Peter Klutt was, as we had assumed, in Monterey but he wanted to get back to us

**Legendary**

**LMC**

Motorcar Company

905-875-4700

**1966 Shelby GT350H**

Hertz "Rent A Racer"

Fully Documented

Numbers Matching HiPo 289

Collector Owned

**Price \$139,900 USD**



quickly. He said there were four reasons not to include a car's serial number in one of their ads.

1. There are brokers who take LMC's pictures and descriptions and try to sell the car on their own; without the VIN it is more difficult to do this.

2. LMC prefers that customers contact them directly so they can get details for their database as well as discuss the car in more depth to see it fits a customer's criteria.

3. Griffiths recently went to inspect a '66 Shelby and thought it was a good car until he looked in SAAC's Registry. The individual history noted there were questions, causing some concern. Peter Klutt called registrar Howard Pardee and the situation was sorted out. In the case of a car like this, they want to be able to tell prospective buyers the car's full his-

tory. If they listed the serial number it might appear there was a problem and could diminish interest in the car.

4. LMC has also experienced several situations over the past few years where bottom-feeders were fraudulently using the cars in LMC ads, claiming they owned them and attempting to convince prospective buyers to provide deposits—which they would never see again.

This was, frankly, not something we had considered, probably because we inhabit a cloistered world where ninety-nine percent of the people we deal with are honest and above board. We tend to take things at face value. We have not had much first-person experience with computer shysters and low life scam artists, so protecting against them is not foremost in our mind. It probably will be now.

Thanks, guys.

## COBRA ALUMINUM BLOCK FOR \$85



When Greg Melnyk searched eBay for "Cobra" and found an aluminum block for \$85 he must have thought he had just hit the lottery. Further reading revealed the block was for a Crosley. Cobra aficionados know that in this case Cobra was a shortening of "Copper BRAZed." The description said, "Very clean early Crosley Cobra block. Lifter bores and cylinders look good with some straining in the cylinders but should clean up with a light hone. An area above the spark plug hole was tig welded because someone got a little aggressive with the spark plug socket back in the day and made a small hole. It was just a shelf ornament; correct Cobras cam cover included." We've seen wackier collectibles.



We're on the Legendary Motorcar Company's email list, so when we received a notice advising us that they had a low mileage (2.7 miles) Ford GT for sale, it got us thinking: is this the lowest mileage of any Ford GT? Who better to ask than our in-house Ford GT guru, Jeff Burgy. We were wondering how many miles a GT could be expected to have if it was "never driven." Cars get driven off the assembly line (or rolled around); does each one get test-driven? Are they driven onto and off of a transporter? Our question was, is it possible for a GT to legitimately have 2.7 miles—if there was no specific attempt to keep the mileage low, such as disconnecting the odometer at the end of the assembly line?

My database on this car shows: **1FAFP90S26Y400783**. Painted Heritage Blue with Epic Orange roof stripes. Offered for sale on e-Bay 12/14 for \$600,000 with 2.7 miles on it and advertised as brand new/never titled/never driven. Sold at Auctions America at Ft. Lauderdale, FL 3/15 with 2.7 miles on it for \$451,000. Offered for sale by Legendary Motorcar Company 9/15 for \$495,000 with 2.7 miles on it.

Although this car shows very low mileage, it is not the lowest mileage GT I have in my database. I have two others with 2.7 miles; one with 1.8; one with 1.6 and, the winner is: one with 1.3 miles. That doesn't really cover the bases, though, because it is not always customary to advertise the mileage on a "new" car, especially when they are brand-new. Mileage probably only comes in to play once the cars have gotten old enough to be deemed collectible. *THEN* super low mileage becomes a desirable feature and a bargaining tool.

The cars were driven through the plant, driven through a water spray booth (to check for leaks), driven over a cobblestone test bed (to test for squeaks) and onto the car hauler. I would guess that the 2.7 mile number is probably the "typical" mileage for a new GT that did not get any addi-

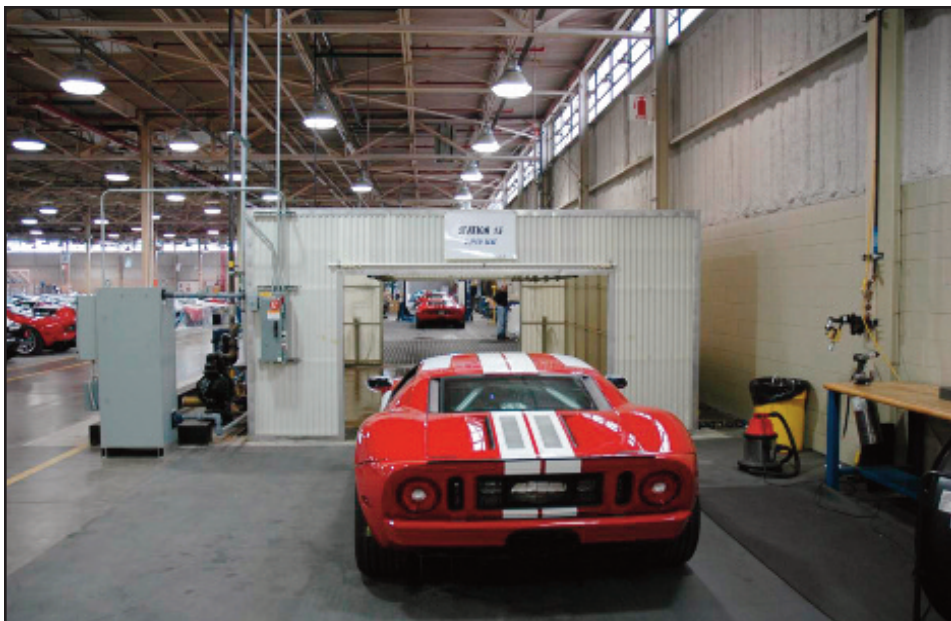


tional testing at the plant or the dealership.

There used to be a process at Ford Assembly Plants called an "M-10 Review" – it was a management review where a new vehicle was selected from production and driven by an executive from the assembly Plant. The car might be driven around the area, on the test track, or even driven home overnight. The executive who drove the car was to evaluate the vehicle for any kind of problems or potential customer concerns.

Usually, this was done for special high-value customers. It was, however, possible for employees to request an M-10 evaluation for a new car that they had ordered. A typical M-10 eval-

uation might add ten or twenty miles to the odometer of a new car, and I'm pretty sure that Ford sent a letter to the new owner explaining why their new car had that many miles on it. With the right connections, even a low-level new hire like me was able to get an M-10 evaluation scheduled for my very first new car order – a '78 T-Road Thunderbird. As I recall, there was no specific mention of the items tested, only a form letter saying the car had been evaluated, how many miles it was driven, and that it "passed inspection" (it must not have rained during the test, as my T-Road T'Bird leaked like a sieve in the rain – and when I took it back to the dealer for repair they didn't really fix it properly).



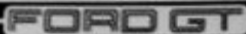
At the end of the assembly process cars were through the water test where they were hit with high pressure blasts of water to check for leaks.



The “proper” fix was to adjust the in-out position of the door glass. What my dealer actually did, though, was to put some dirty hand-prints on the door trim (to make it look like they had opened the door up to adjust the glass) and then just jammed some dum-dum in between the door glass seal and the T-Roof panel. I discovered this the first time I had my elbow on the open window sill and rested my hand up on the T-Roof panel. Yuck. What was that black goop all over my fingers? Like every other repair I ever had at that dealer, I had to take the car back a second (or third) time and bitch to get them to fix it correctly.

The first fifty 2005 Ford GTs off the line at Wixom received post-production testing. It was called a “Pre-Delivery Performance Confirmation.” Along with the inspection evaluation sheet [pictured at the right] each owner received a letter stating: “Dear Owner of VIN 1FAFP90S75Y400115. On behalf of the entire Ford GT Team, it gives me great pleasure to present you with your new 2005 Ford GT. To ensure that your GT provides exceptional performance your vehicle was evaluated by the same team of engineers that developed the Ford GT. Only the first 50 production vehicles will receive this special treatment from the engineering team. Your vehicle was evaluated at the Michigan Proving Ground on September 29, 2004. The attached evaluation form confirms that your vehicle meets our stringent performance standards.”

Back to Legendary’s GT. This car was initially built for the Canadian Market but appears to have had the unique Canadian bumper bracket extensions removed. The original plan at the beginning of 2006 model year production was to build 100 cars for Canada and another 100 cars at the end. The first 100 cars were completed in February and March, 2006. At the end of the model year the second hundred cars were ordered. As the cut-off date for the 2006 model year production approached, new Federal Motor Vehicle Safety Standards (FMVSS) were in the offing for 2007 and the 2006 models would not meet these standards without significant struc-

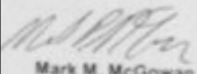


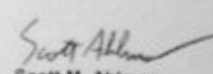
## Pre-Delivery Performance Confirmation

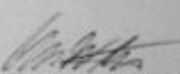
Vehicle #: 1FAFP90S75Y400115      Body/Trim/Color: Red/White      Wheels: Optional

Weather: 61 Deg F, 62% RH, 29.13 in-Hg      Starting Mileage: 22.9      Tire Pressure: F 32 R 32 psi

Performance Attribute	OK to Ship
<b>OVERALL STEERING</b> Linearity – Friction Feel – Small Angle Returnability – Large Angle Returnability – On-Center Feel Clear Vision – Drift – Pull – Steering Efforts – Wheel Fight/Nibble – Steering System Noise	YES
<b>OVERALL HANDLING</b> Straight Ahead Stability – Bump Steer – Wander – Sidewind Sensitivity – Acceleration Pitch/Capability Understeer/Oversteer – Roll Control – Cornering Stability – Transitional Stability – Stability Controllability – Capacity Feel	YES
<b>OVERALL BRAKES</b> Initial Light Braking – Moderate Braking – Maximum Braking – Free Pedal Travel – Pedal Force Brake Modulation – Braking Disturbances – Pull – Judder – Nibble – Brake NVH – Squeal Anti-Lock Noise – Parking Brake Operation	YES
<b>PRIMARY RIDE</b> Body Control – Bounce – Pitch – Roll – Abruptness – Headloss – Road Wheel Control	YES
<b>ROAD NVH &amp; SECONDARY RIDE</b> Road Noise – Tire Noise – Tire/Wheel Vibration – Steering Column/Wheel Shake – Seat Shake Front End Shake – Body Boom – Impact Harshness – Choppiness – Rolling Feel	YES
<b>SQUEAKS AND RATTLES</b> IP – Console – Cluster – Seats – Door Trim Front Compartment – Rear Compartment Chassis – Underbody	YES
<b>WIND NOISE</b> A-Pillar Driver's Side – B-Pillar Driver's Side – Window/DLO Driver's Side A-Pillar Passenger's Side – B-Pillar Passenger's Side – Window/DLO Passenger's Side	YES
<b>OVERALL POWERTRAIN NVH</b> Noise and Vibration at Steady State/Acceleration/Deceleration – Exhaust Noise – Exhaust Periods Transmission Noise – Fan Noise – A/C Noise – Induction Noise – Accelerator Pedal Buzz Driveline Startup Shudder – Idle Quality	YES
<b>OVERALL PERFORMANCE FEEL</b> 20 – 80 mph 2nd Gear Wide Open Throttle – Part Throttle	YES
<b>OVERALL DRIVEABILITY</b> Starting Crank Time – Stalls – Stumbles – Check Engine Light – Idle – Stability – Surging Undershoot – Return to Idle – Stabilized/Low/High Speed – Hesitations – Surging – Sagging – Stability	YES
<b>OVERALL TRANSMISSION PERFORMANCE</b> Upshift Quality – Downshift Quality – Static Engagements – Shifter Feel – Shifter Travel and Location Clutch Feel – Clutch Travel and Location – Gear Spacing – Gear Selection Confidence Awareness	YES

  
 Mark M. McGowan

  
 Scott M. Ahlman

  
 Christopher J. White

10/1/04  
Date

Ford GT Vehicle Dynamics Engineers





tural changes. The decision was made to build-out additional cars using parts on hand, but to be legal they had to be built to Canadian specifications. As a result, the second batch of Canadian cars was actually 177 units.

Canadian vehicle safety standards of the day required more bumper protection than US standards. For that reason, Canadian build vehicles received a unique front bumper with more dense foam in it and the rear bumper was spaced out from the body an additional two inches. The rear bumper on the production GT is an abomination anyway, and pushing it out there another two inches makes it look even worse.

It's not uncommon for owners of Canadian GTs to remove the Canadian bumper extensions so the rear bumper tucks back into the rear bodywork. Without question that improves the car's silhouette. However, it is kind of surprising to see a modification like this done to a car that is supposedly brand-new and has never been driven. There is an explanation for that, no doubt, but it may take some time to surface.

It is still difficult to believe that someone could have a car like this sitting in a garage for ten years without driving it.



## OPPOSITE LOCK: COBRA MISIDENTIFIED - IT'S NO DAILY BEATER



Within hours of the Summer 2015 issue's being posted on our website, we received an email from Jim Sfetko who advised us that the car we described as CSX2483, the daily beater small block Cobra pictured on page 11, was actually CSX2533, owned by Jim Barrett of Huntington Beach, California. Aside from both cars being the same dark green color, this one had some visible trunk lid damage which led us to misidentify the car. The large dent in the trunk was the result of a ladder falling on it in Barrett's garage. Ouch! We hate when that happens!





# SHELBY AMERICANA

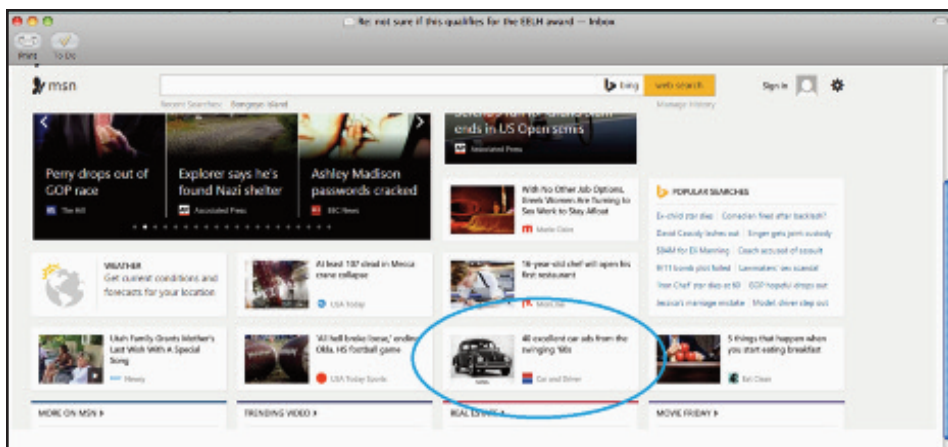


There is probably no bigger fan of the 1960s rockers Paul Revere and the Raiders than George Watters of Cambria, California. So when he saw this YouTube video of an unaired promo for a Dick Clark television show titled, "Where The Action Is," the first thing he did was send the URL to the second biggest Paul Revere fan, Howard Pardee. They both watched the video and spotted the small block Cobra and Sunbeam Tiger early in the show. Then, near the end when the credits were rolling, both cars made another appearance. And how about the guy jumping into the Cobra, holding the windshield and hopping onto the passenger seat? The last time we saw that happen was at SAAC-2 when someone offered Pardee a ride in their Cobra and he was so excited he could not control himself.

Don Johnston of Honolulu, Hawaii saw the blue 427 Cobra fender in an ad for Visa card. It spurred him into action, not because of seeing the Cobra but at the thought of earning 30¢. Known locally as something of a skin-flint (he prefers to describe himself as a "thriftoholic"), Johnston often parks his car as far away from the gas pump as the hose will reach, stretching it so he can drain out every drop of gas after he has shut it off. In larger stations, with a dozen or more pumps, he often visits them after hours with a small container and stretches each hose out to collect the gasoline left inside it. On a good night says he is able to milk them for as much as a half pint.







Jay Talbott was reading the MSN.com website and was curious about what the “40 excellent car ads from the swinging sixties” might contain. His curiosity turned into surprise, which was followed by satisfaction when the first handful of ads in the collection turned out to be Shelby-related. We can’t vouch for the fact that his curiosity ended there, or if he was moved to continue reading about the hacked passwords on the Ashley Madison website. Naaaaahh, not Jay.

<http://www.msn.com/en-us/autos/enthusiasts/advertising-the-1960s-40-excellent-car-ads-from-the-swinging-sixties/ar/AAe4Vkv?li=BBgzffz>



We saw a small ad for Car Nut Images that was enough to make us take a look at their website < [www.carnutimages.com](http://www.carnutimages.com) >. They offer photographic montages of specific cars, based on photos they have taken at various vintage races in the northwest. They also do commissions of your own car from professional photos you supply. They drop the backgrounds out so it’s not possible to tell at what track the photo was taken so the emphasis is only on the car. Prices aren’t cheap and some examples are: enlargements (8x10 for \$30); prints on canvas (16x20 for \$225); metal signs (11x14 for \$56) and digital files (\$200). We didn’t see any GT350s on their website’s menu but that’s likely to change following the latest Monterey Motorsports Reunion GT350 celebration.



Not much gets past Carl Gagnon of Ft. Meyers, Florida. As soon as he heard about the recall of Shelby’s chili mix he sounded the alarm. Shelby sold his chili company to Kraft back in the late 1980s and Kraft later sold it to Reily Foods Co. in New Orleans. They market about twenty different food products. The recall was set in motion when it was discovered that one or more spice ingredients, purchased from a third-party supplier, contained peanut and almond allergens that are not declared on the label. The recall is for the 4-oz. package, UPC #72396-1000.



You can never tell where stuff like this will turn up. Russ Dickey of Kearney, Missouri, on vacation at Hilton Head, South Carolina, spotted this GT40 MK IV sippy-cup in one of those shops crammed full of tourist junk. His sons, 7 and 9, were a little too old for something like this but there were only two left on the shelf so he convinced his wife, Sheila, that they could be used for Margaritas-on-the-rocks.



## IT'S NOT PRETTY, THESE EAGLE EYES RASSLIN' AROUND IN THE MUD, THE BLOOD AND THE BEER

To be honest, this four-way has gone on a lot longer than we would have imagined. Evidently none of these four guys, having gotten a meager taste of the notoriety this column has provided them, want to be the first one to throw in the towel, whimper a pathetic, "No mas" and slink out of the ring like a whipped Basset hound. What are they afraid of? That we would take advantage of them by using this space to insult and verbally abuse them? Stigmatize or shame them? Would we do that?



Young spotted this typical Corvette vs. Cobra showdown at the 1964 Riverside Hot Rod Championship Drags in the September 2015 issue of *Hot Rod* magazine. Sad to day, in this case the '61 Corvette shut the snake down.



Bob Barranger happened on this miniature Ford GT at his local Dollar store. It wasn't that he really needed it, but how often do you get to say that you bought a Ford GT for a dollar?

### HOLIDAY GIFT GUIDE



This ad used a photo of an Exoto diecast GT40 MK II to sell its Exoto wristwatch, which it touts as a tribute to LeMans 1966. The black MK II, a representation of the car that Bruce McLaren and Chris Amon drove to first place ahead of Ken Miles and Dennis Hulme, also in a MK II. Ken Young saw the ad and immediately alerted, and sent it to us. It was run in a pre-holiday issue of whatever magazine he tore it out of and was so pixilated he neglected to let us know where it came from. After receiving it and losing track of it under a pile of stuff on our desk, we just recently discovered it. We wouldn't want to leave anyone with the impression that Young was just getting around to sending it to us eight months late. He may be behind the curve, but not *that* far behind it.



At some point every Cobra, GT40 and Shelby will be made into a diecast model. However, that will happen first with GT40s and Cobras due to their production numbers. 1968 cars will take a long, long time. Jim Hutchinson spotted this model of the Dan Gurney/Jerry Grant 1966 Sebring MK II in a California Car Cover catalog. Only \$69.95. In five years you'll wish you had bought four of them!



The Cobra GT4 heavy duty power electric 4WD mobility scooter was spotted by Barranger. It is powered by two 75AH batteries that provide a range of 10 miles. We are left to ponder if future SAAC conventions. Will open track events be conducted for graybeard members with electric scooters? Pardee is currently reviewing safety requirements for roll bars and seat belts.

Barranger also found a Swarovski silver crystal cobra designed by Heinz Tabertshofer of Austria. Living in the Austrian Tyrol provides him with "a constant source of energy and inspiration." Much like living in Toms River, New Jersey does for Barranger.





Legendary Motorcars is a high-end classic car dealer in Ontario, Canada. They also do paint and restorations. Yeah, they have a few Cobras in their inventory. Ted Warren got one of their e-blasts and he was impressed with this picture. So were we.



This hand-crafted stained glass window probably isn't one you might find in a cathedral. It caught Barranger's attention when he saw it in a craft shop. We recognize this cobra design as being associated with the GI Joe super hero comic books and video games.



Young spotted a Cobra in this ad for a rod run and doo-wop show in West Virginia. He's just a doo-wop guy.



Something for the grandkids? This "Wacky Tracks Cobra" was among the last batch of stuff that Barranger sent us. They are described as "fun fidget toys" and we can understand why. They can be bent endlessly and would be great on a long trip in the backseat of, say, a '67 Shelby.



Young's eagle eye detected a tiny photo of a Shelby in the July 2015 issue of *Motor Trend*. It was only about the size of his thumb but he recognized it as a GT350. It was actually the cover of Colin Comer's latest Shelby book, "Shelby Mustang: Fifty Years." *M/T* was giving it to the writer of the best letter to the editor.



Cobra mascara? We're going to be watching Bob Barranger very closely after he sent us this. Is he favoring the Alice Cooper look?





Jim Hutchinson sent us this screen grab from MSNBC's hatchet-faced liberal Rachel Maddow, using a visual of a Cobra on her show. He claimed to be running through the channels after watching a Sci/Fi movie and this popped up on his screen. According to Hutchinson, Maddow was saying something about Republican Presidential Candidate Sen. Ted Cruz but he claims not to have paid any attention to it. If you'll recall, back in the Spring 2015 issue Hutchinson sent us evidence of a different background image of a Cobra on Maddow's evening baloneyfest. According to the ratings, only a handful of people watch her and the leftwing twaddle she peddles nightly. Think about this: what are the odds that Hutchinson would just happen to see Rachel Maddow when she is using a visual of a 427 Cobra as she was pontificating, not once but *TWICE*! We were born at night...but not last night. We suspect Hutchinson is spending a lot more time watching Rachel Maddow than he is willing to admit.



It's never too early for Christmas. Barranger saw these tree ornaments and couldn't help buying them. They will show up on his tree in late December.

This ad for the 19th Annual "Cruisin' The Coast" Mississippi Gulf Coast cruise used a 427 Cobra to attract attention. And it caught Young's attention.



A *Hot Rod* magazine article on the World of Speed Museum in Wilsonville, Oregon (just outside of Portland) spotted by Young carried a couple of pages of photos, including this one that caught a 289 Cobra in the bottom of the frame. The museum's goal is to attract young people and to spark their interest in automobiles as a career. Schools no longer have auto shops and if students aren't college-bound, they often feel they are headed into a dead end. There is currently a need for 100,000 auto mechanics in this country and the occupation is increasingly more technical. All cars now employ on-board computers and diagnostics play an important part in repairing them. This museum includes a classroom, lounge and a working shop. It is a good example of what it takes to light the fire in a youngster who is good with his hands, but it's going to take a lot more than one facility in Portland. It is, however, an excellent start.



We have gotten some really far-out things from Jim Hutchinson over the past year or so but this one has to be very near the top of the list. This snake symbol is on a bottle of French opiate-scented dental cream. The product description states, "Brushing one's teeth with one of the scented dental opiates by L'Officine unverselle Buly is a deliciously invigorating experience. Using a brush with very soft bristles and a nice, firm handle, this hygienic protocol should be repeated several times a day. The cleansing and soothing properties of dental opiates, along with their light and luscious fragrance, make for a suave and delectable breath – scented with rose, apple and mint tea." A bottle is only €29,00 (about \$26.50).





Does Warren find Cobra stuff or does it find him? This was on the back of a roofing contractor's truck. Don't ask us what it is...



Automotive artist Dana Forrester specializes in illustrations depicting cars parked in front of dealership brick walls. He uses one on his business cards, which Young grabbed as soon as he recognized the red '68 Shelby ragtop.



Young has the eagle eye. He picked the 427 Cobra out of this full-page Car Quest ad in record time.



Young spotted this picture in one of the street rod magazines that provide him with so many of his wet dreams. Sometimes he sees these eagle eye sightings and gets so flummoxed that he sends them to us without any information. Like he's expecting us to have ESP and fill in the blanks. According to this picture's minimal caption, it's an original 427 Cobra that was competing at a Good Guys autocross. Where? When? Who knows, thanks to Young.



Young saw this 1/32-scale slot car set that has a Cobra and GT350 to burn up twenty-feet of track. Fifty years ago just about every car-kid had a set up like this but the cars were nowhere as nicely detailed.



Warren got an online email from a company offering things you don't normally see for sale, like speakers for various events. This picture was in the email but it had nothing to do with anything they were selling.



We were going to describe this car as a "new Ford GT" but Holy Mackerel – they're ten years old already! Young won't win any eagle eye accolades for this one: the car is front and center in a full page ad in *Road & Track*. It is, nonetheless, interesting that Continental chose this car for their ad.



We've seen a couple of magazines with Ford's new 2016 GT either mentioned or pictured on the cover, so this one, eyeballed by Warren on a newsstand, isn't the first one. And it's not going to be the last one. Especially next year when Ford fields a team of GTs in the complete FIA series of endurance races like Daytona and LeMans. We'll have details.

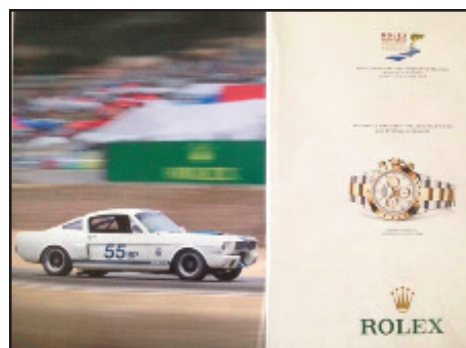




Brian Styles couldn't resist buying these Scooby-Doo Cobras when he saw them in a duty-free shop at the Billund Airport in Denmark. We're not sure if they are available over here but if they are none of our eagle eye detectives have made us aware of it.



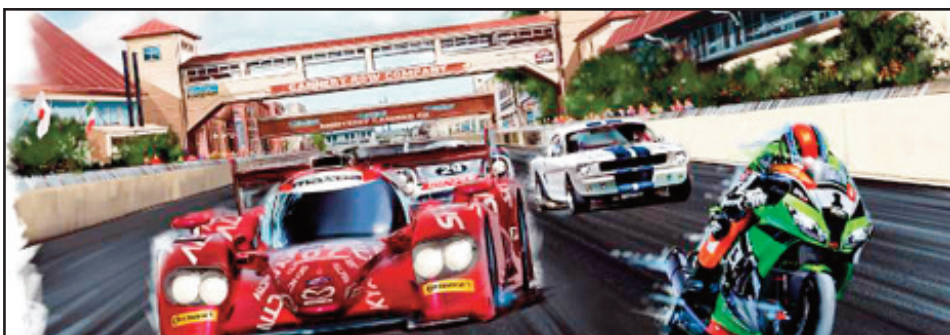
Think this portable jump starter/power pack will start a 427 Cobra S/C's dead Rebat batteries? Don't count on it. We're guessing that after seeing this at Best Buy, Don Johnston has one in his garage now. Sometimes you just can't help yourself when you see that "Cobra" name.



Johnston forwarded another sighting, a Rolex ad with a '66 GT350 at – where else? – the Monterey Motorsports Reunion. The white #55 car, 6S169, was formerly owned by one-time SAAC Board of Director Wes "Balloonfoot" Burmark. It is pictured being driven by Christie Edelbrock but we have been informed by the '65-'66 Registrar that the car has since been sold. We could not help but note that this is one a flurry of submissions sent by Johnston for this issue. Do we detect a potential eagle eye brawler getting ready to make a grand entrance into the ring? This is the way it begins, sportsfans. It's a good start but does he have a strong follow-through? He's got nuts the size of Macadamias.



A screen grab from the Ford video on the design of the [then] new 2012 Mustang shows a pair of designers at a desktop workstation with a copy of SAAC member Greg Kolasa's book, "The Definitive Shelby Mustang Guide 1965-1970." If the boss happens to walk by they can certainly say it is work-related. That will probably fly at Ford but it may not work if your workstation is at a business unrelated to automobiles.



The illustration at the left is being used by Mazda Raceway on their press releases. The racers represent the major events at the track this year: motorcycles, GTP endurance cars and vintage racers – the Shelby was chosen due to the 50th Anniversary doings. A closer look at the illustration shows the pedestrian bridges at Can-nery Row.





If there is a cobra reference in a vintage movie we can count on eagle eye Steve Sloan of Pasadena, Texas to find it. The general plot of "The Smiling Ghost," a 1941 release, is that three previous fiancées of a wealthy heiress all met horrible fates, one of which was being bitten by a cobra on the 18th floor of a Boston hotel which was not an accident. An inept private detective is hired to be fiancé number four in order to smoke out the killer, nicknamed "The Smiling Ghost" because of his appearance. *Sidenote: among the cast is Alan Hale, father of Alan Hale, Jr. who played the skipper on "Gilligan's Island."*



As soon as Howard Pardee saw this ad he said, "Oh yeah – I'll buy a dozen bottles. What was the product, again?" After studying the ad intently for a couple of minutes he said, "Hey - there's a Cobra in this ad!" Do we really need to comment on this?



Dana Mecum is a busy boy. He and his minions put on about 18 auctions a year, all over the country. They use a fair number of Sheldys and Cobras in their ads. This 1968 GT500 was used for their Harrisburg, Pennsylvania event. We're wondering why they didn't name it the "Bill Collins Invitational" because it's in his backyard and we wouldn't be surprised if he was on a buying and/or selling spree. Probably a little of both. Collins will be a busy boy that weekend, too.



Light 'em if ya got 'em. Is Cory Hitchcock of Granite Falls, Washington seeing Cobras everywhere he looks, or does this car have a definite Cobra resemblance?



A story on Fox News reported that an eight-foot long king cobra was loose in Orlando, Florida after escaping from the home where it was kept as a pet. We're not Columbo but the first place we'd look is Orlando Mustang.





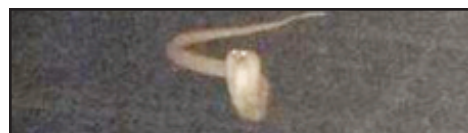
We're guessing it will only be a matter of time before these Cobra wheels show up on a car at a convention. They'll probably be on a replica first, but if they catch on, look for the owners of original Cobras to jump on the bandwagon. If you want something more than chrome, they also come painted so you can really bring out the color of your car. Howard Pardee spotted these on *Autoweek's* website and was reportedly researching to see if they would fit on his R-Model.



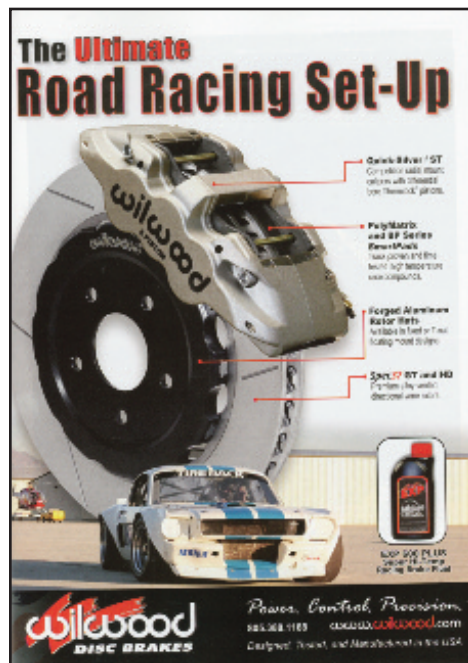
Cory Hitchcock of Granite Falls, Washington demonstrates what it takes to be an eagle eye. He spotted a guy wearing a CS t-shirt walking through this sea of Corvettes. We're guessing this photo was taken at Riverside Raceway (due to the mountains in the background), probably during a driver's school or open track. We enlarged the picture and were able to count no fewer than six Cobras in the background but no GT350s. That would pin the date as sometime before January 1965, because after that date at least a few GT350s would have shown up at an event like this. Hitchcock found this image while searching on the Internet for a picture of James Garner in a GT350.



Mary Sue Powell of Englewood, Colorado was cruising along the South Coast Highway in Laguna Beach, California and spotted this Cobra frisbee in rack of frisbees at a Chevron station. When you're located near a Southern California beach, frisbees are necessities, just like sun-block and flip-flops.



A cobra was found in a Houston apartment building. The USA today online news item was spotted by eagle eye Colleen Kopec, something of an amateur herpetologist herself.



We like Wilwood's advertising. This full-page ad from *Grassroots Motorsports* shows a healthy Solo-1 GT350. A previous ad used a 427 Cobra.

If this is the type of advertising we can expect for the 2016 Ford Shelby GT350R, we can hardly wait to see the full campaign. College-age kids should be worried. Be very worried.





Doug Cresanta of Haskell, New Jersey is no stranger to this column. While cruising around in Florida he spotted a couple of interesting wall murals. The Shiny Bird Car Wash is located in Cocoa Beach. The artist didn't get the roofline silhouette just right, but we're not complaining. There's no question it's a '67 Shelby. Harbor Auto Restoration in Rockledge, Florida has a long mural on it's fence with a black '67 Shelby on it. It is amazing how this stuff just keeps popping up. And what is more amazing is that it seems the same people keep finding it and reporting it to us. That's why they are eagle eyes.



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It's called a cobra lily and the bulb was sent to us by Carl Gagnon of Ft. Myers, Florida. Of course, we were curious but we knew our botanical limits. The chances of ever seeing this plant flower were nil. So we gave it to one of our friends at the Sharon Post Office, Kelly Kilmer, who is noted for her green thumb. Six weeks later, viola! She had coaxed the cobra out of its nest and didn't even need a flute.

This full-page ad for the Orange Blossom Tour next March was run in the September issue of *Classic Motorsports* magazine. contains a pretty nice illustration of a '67 Shelby. Owners of these cars will be happy to see that Cobra roadsters don't get all the attention.





# SAAC TURNS 40

*We must be doing something right.*

*If only we knew what it was so we could keep doing it for another 40 years.*

– Rick Kopec

**SAAC-40** was a hoot. Members walk away from every convention remembering one thing above everything else, and this year it had to be the Kalahari Convention Center's main ballroom. It was cavernous, but when half of it was filled with an estimated \$25,000,000 worth of the finest Shelby cars ever assembled under one roof, it was nothing short of breathtaking. We realized we might never again find such a venue to hold SAAC's concours, and it was something likely to spoil both judges and entrants, but when opportunity knocks, you open the door. You don't cower behind it.





It took about six hours to fill the ballroom because the cars had to be unloaded and pushed inside, one at a time. The first one in, sheerly by coincidence, was a white '67 Shelby. The rain had begun, so trailers were backed just inside the large door. You don't let cars like this sit outside in the rain while they are waiting to get in. But we're getting ahead of ourselves.

The SAAC-40 story began back in January when we were discussing a location for our fortieth get-together. While a 40th anniversary is certainly a milestone, we really didn't see the need to make it into a Big Deal: the kind of event that inspires fireworks, a cake with 40 candles or party hats on each table at the dinner. There was even a suggestion that Howard Pardee jump out of a large cake. That idea was quickly tabled, but it's likely to be reappear for our 50th anniversary.

In May of 2014 we had a discussion about organizing the 2015 convention as something very close in concept to SAAC-2, back in 1977; primarily a social event surrounded by a lot of cars. In fact, Hershey, Pennsylvania was even suggested as a possible site. However, the thought of having a SAAC convention without an open track really didn't gain much traction. The location would, however, be in the northeast.

With major tracks like Watkins Glen and Lime Rock booked years in advance, SVRA once again came up on our radar. They were holding an event at Pocono International Raceway in mid-August and they invited us to join them. We kicked it around and one of the downsides we saw was that it would be the same week as the recently announced Monterey Motorsports Reunion which would be a tribute to the GT350's 50th Anniversary. After some back and forth, we decided that with 3,000 miles separating the two venues, it wasn't likely that the number of people choosing Monterey instead of SAAC would put a noticeable dent in our attendance. To someone in the middle of the country it might be a tough decision, but not many on either coast would have a difficult choice. All things being equal, most people will go to the closer event.



But all things were not equal. As they do at Monterey, they were planning to make the GT350's 50th a major splash. Ford had unveiled a 2016 GT350 model which included an open track version they called the "GT350R." It was clearly an homage to the original R-Model, to the point where only 37 cars would be built for the first year. More would follow in 2017.

While we would not be competing directly with Monterey, sharing the date would mean that we couldn't ex-

pect any attention from Ford. All of their public relations and promotional eggs would be put in the Monterey basket.

We decided that Pocono was certainly in the right location for us and the August 13-15 date was acceptable, so we signed on and started making plans. Howard Pardee stepped forward to be the pointman on the hotel (actually, when he was distracted everyone else took a step backward). Initially he looked into the Split Rock Resort which was about fifteen min-





utes from the track. When we learned that they would also be hosting a major Corvette convention that weekend, we saw the makings of an unimaginable fiasco. Not only would rooms be at a premium but the parking would be a nightmare.

Before anyone was able to get too lathered up about it, the landscape shifted. The SVRA informed us that they were given the opportunity to move the date up one week and hold their event in conjunction with Pocono's annual IndyCar weekend, August 21-22. They would make the change only if we agreed. We kicked it around and decided that having the convention a week later made sense. It wouldn't be the same date as Monterey, we wouldn't have to deal with wall-to-wall Corvettes, and what car freak wouldn't like to see the current crop of IndyCars on Pocono's "Tricky Triangle"?

We had already sent an eBlast advising everyone of the SAAC-40 dates but we were able to send out another one quickly to update everyone, so there wasn't too much damage done. Pardee's hotel investigation turned up the Kalahari Resort and Convention Center, which was only about twenty minutes away from Pocono. It was nearing completion and was expected to be up and running by July 1st. They had over 400 rooms, a huge water park and a giant convention center. The possibility of holding the concours indoors made us look very closely at this facility. The company behind it already had two other Kalahari Resorts in operation, one in the Wisconsin Dells and the other near Sandusky, Ohio. A fourth was being built in the Dallas-Fort Worth area. So it was not some fly-by-night operation.

At first The Kalahari appeared to be on the pricey side, with rooms going for \$200 a night on Wednesday and Thursday and \$300 on Friday. But digging a little deeper into the details, each room consisted of two queen-sized beds and a fold-out sofa that was also queen-size. Creative conventioners who could put up with roommates could bring that price down to a little less than \$50 bucks a night per per-

son. With so many members commenting about the lack of activities for kids at conventions, the water park and the huge arcade appeared to address that. There were a number of other hotels in the immediate area, so those who wanted less expensive accommodations didn't have to look too far.

We scheduled a reconnaissance of the hotel for late June. To our untrained eye, it appeared they would meet their grand opening on July 4th target. We were awed by the huge ballroom where we pictured the concours being held. Air conditioning and wall-to-wall carpeting certainly beat holding it under a tent out at the track. Splitting the concours judging off from the track activities and holding it back at the hotel was a downside, but for most concours people, it's an either-or proposition anyway. They tend to see the goings-on at the track as something of a mild irritation.

We also had a tour of the track, scouting locations and generally getting the lay of the land. Sharing a facility like this with another group, by definition, just about guarantees that you won't get everything you want. Adding a third group means slicing the pie into even smaller pieces. One thing we had not counted on (and maybe we should have, but you can't know everything) was that the IndyCars were the eight-hundred pound gorilla in the room. Things were not divided up into thirds. Because of their contract with the track, IndyCar got pretty much what they wanted and the leftovers were split between SVRA and SAAC – and not necessarily evenly. At this point there wasn't much use in complaining.

The major downside, as we saw it,

was that SAAC activities would be spread around the track's infield. Certain areas were off limits, reserved for IndyCar and their cars wouldn't begin arriving until Friday. We recalled that it would be much different from SAAC-37 at Watkins Glen. At that convention, SAAC was given its own area inside the track and everything was accessible to everyone. Pocono's infield was separated into different areas by 10-foot high chain-link fences with access gates at either end. It made getting around like a rat's maze. It wasn't the end of the world, but it was unnerving at times.

Ticketing for the IndyCar event was also another sore spot. Initially we were led to believe that SAAC convention attendees would receive tickets to the IndyCar event as part of their registration. SAAC had to pay \$10 each for these, which came out of the \$30 registration fee we were charging. However, by the weekend of the IndyCar event, things had changed. We were informed that our tickets were good for Friday and Saturday only. If anyone wanted to stick around for Sunday's race they would have to pay the regular spectator rate of \$40 per ticket. That would allow them into the lower levels of the grandstands on the front straight. If someone wanted to get higher up in the grandstands to get a better view, they had to pay more. A paddock pass was also additional. Also, they would have to use the general parking and general admission gate. The tunnel entrance accessible to SAAC previously was now closed to us. All of this would not prove to be much of a problem because not many conventioners decided to stick around for the race.







Tech Inspection is always a busy place in the morning as everyone is in a hurry to get their car through the safety gauntlet. In the afternoon it looks more like a May-tag repairman's convention.



Between the hotel's wristband, the track's wristband and one for each different run group some people probably wished their arm was longer.





Wednesday was the traditional arrival day, the day before everything on the schedule came to life. People began filtering into the hotel after noon. We would not be allowed into the track until 5 p.m. so you could sense the anticipation. As usual, cars and tow rigs began to line up early outside the track. For registration we were assigned a small out-building within sight of the tunnel and as people began filtering through, the registration rhythm began to take hold.

Once inside the track, people were able to find a spot to plant themselves for the weekend, and Tech Inspection was open. That proved extremely helpful to anyone running the open track the following day. Those showing up at the track for the first time on Thursday found them in a time crunch. They had to get through SAAC registration, find a spot in the paddock to set up and get their car through Tech Inspection. All the time looking at their wristwatch because the driver's meeting started at 7:15 a.m. and participants had to be there, no exceptions.

The SAAC-40 schedule had nothing planned for Wednesday evening so everyone was able to socialize; something a lot of people said there was never enough time to do at conventions.

The convention officially began on Thursday morning with the usual hustle and bustle. Once the cars began lining up for their open track sessions things seemed to relax a bit as everyone started to get acclimated to the flow of the event.



The open track went smoothly, as befits an activity that we have had over thirty years of experience planning and running. Each run group got out on the track three times before the parade laps began at noon. There were no incidents which might have required the yellow flags coming out, which made participants happy. When yellow flags are thrown, the clock for the run group's session keeps running even though the cars do not.

The parade laps are popular because they allow conventioners to experience the track without putting their cars at risk. It also provides the opportunity for car owners to give rides to family members, including kids, or friends. Turning the wheel over to a wife, son or daughter is an excellent way to show them what lights your fire.





The action moved back to the Kalahari on Thursday evening as the concours cars and historical competition cars were unloaded and moved into the convention center's main ballroom. They attracted a large group of people who gravitated to the single door where, one at a time, enclosed trailers and transporters backed up and cars were unloaded. The heavy rain outside seemed to add to the excitement in the air. As each trailer's rear door was opened, audible oohs and aahs could be heard from the crowd. It reminded us of a bunch of kids looking under a large Christmas tree as the presents were opened.



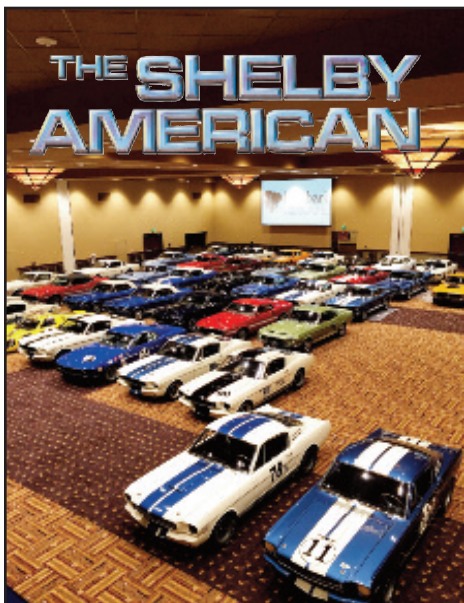




The traditional Meet 'N Greet on Thursday night was well attended, considering that it was held in a meeting room down the hall from the ballroom. The cars being brought in were an attraction that was difficult to overcome. Most people split their time between the ballroom and the Meet 'N Greet room where the registrars were holding court, accepting new information and answering questions.



We requested that the hotel's maintenance department provide us with a telescoping platform at 11 p.m. on Thursday. Almost all of the cars would be in the ballroom by then and we wanted to gain some elevation in order to get a good photo for the cover of this issue. We saw it as a once-in-a-lifetime opportunity. Once the platform was in place we herded everyone in the room out of the picture. Mission accomplished.







Friday was the second track day. Things went smoothly; everyone knew the drill from the day before. There were sessions in the morning and afternoon. Qualifying for the SAAC vintage race was scheduled for the morning; the race, itself, was held at the end of the day. Sixteen cars were entered and fifteen made the starting grid. Lest anyone thing that SAAC's vintage race is merely an exhibition race, many in SVRA's staff described the race as the best one all weekend. The front half of the grid was where the most aggressive drivers were, sitting in the most powerful



cars. Scott Hackenson, in his '67 notchback [above] took a dip near the start/finish line without lifting and as a result, launched his car off the track. Once committed, he went deep into the first turn and, to his surprise, he was followed by eventual race winner

Gary Moore in his '66 GT350. Moore [above] not willing to concede the lead; followed closely, he locking his brakes at the last minute. He was able to pass Hackenson and keep the lead for the rest of the race, with Hackenson nipping closely at his heels.



1965 was a very busy year for Shelby American. The Cobra won the World Manufacturers Championship, the 427 Cobra and GT350 were introduced and Shelby American took over Ford's GT40 effort. Who would have thought that fifty years later, enthusiasts would be celebrating more anniversaries than they could keep track of? Commemorating the Cobra's victory was a natural at SAAC-40, except that with Coupes now worth north of \$10M, providing insurance alone rendered them untouchable (and we tried). The next best thing was Don Wells' Daytona Coupe replica, which was a very close duplicate to CSX2287 [pictured above, left, with drivers Bob Holbert and Dave MacDonald], the Coupe first raced at Daytona in February 1964. No show queen, Wells mixed it up on the track in both the SAAC vintage race and in the SVRA Group 6 heat.





As the action at the track continued, back at the Kalahari the concours judging was taking place. It started at 8 a.m. and by 4 p.m. some of the teams were still deliberating. As things were wrapping up, some conventioners were returning from the track and stopping by to look at the cars one more time before dinner. The ballroom had a magnetic attraction; maybe it was the indoor location, or because of how the cars were parked so closely together. Whatever it was, it was magic.



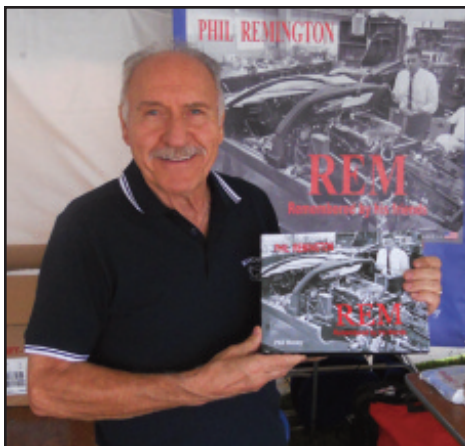
One downside of the Kalahari was the hike from the hotel's main lobby and restaurants to the convention center. It seemed like a mile but it was probably more...



An unidentified prankster slapped this vulgar bumper sticker on the back of Pardee's R-Model when no one was looking. If anyone knows anything about this please contact SAAC HQ. Behavior like this cannot be allowed to continue.



The pull exerted by the ballroom full of cars worked on just about everyone – Peter Brock included. His personal favorite was CSX3133, which he described as the finest Cobra he had ever seen.



Phil Remington passed away two years ago; he was 92. He was universally respected by everyone who knew him and it looked like a book about him was not going to be written. Former GT40 mechanic and fabricator on Shelby's team, Phil Henny was not about to let that happen. His book about Rem was completed and he had copies at the convention, which sold faster than snow cones in the Sahara desert. Get one at: [www.philhenny.com](http://www.philhenny.com)



On Friday, during the concours judging, there was a long line of concours entrants pumping coins into the fortune-telling machine in the hotel's arcade. They wanted Zoltar to tell them if their car was going to win a gold award but the only predictions they received were about the weather, good luck, meeting new friends or finding something that had been lost.

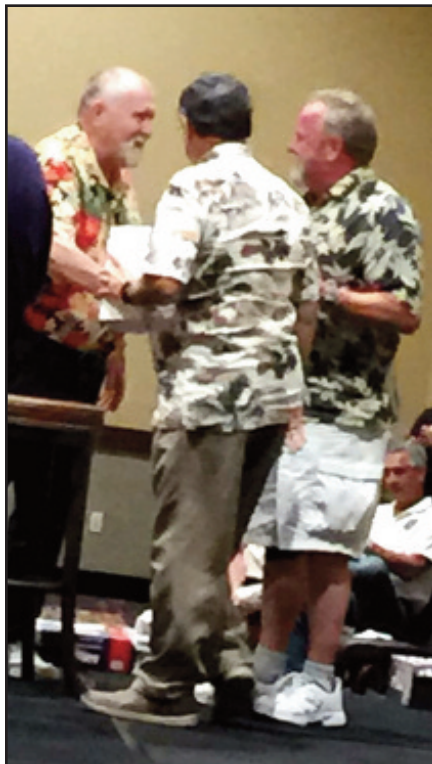


# PERFECT ATTENDANCE AWARD



We thought that our 40th Anniversary was appropriate to recognize the two club members who have attended every SAAC convention since the very first one in 1976. Actually, there are probably more than two who have been to each convention, but to sharpen the point, we expanded the requirement to include all three Shelby Owners Association conventions (1973, 1974 and 1975). There were only two people who have attended all 43 conventions: Jeff Burgy and Ken Young. We explained all this to everyone who attended the dinner program. At SAAC-10, which we thought was a big deal, we presented the "All-Time Convention Attendance Award." At that time, ten years reflected "all time" and no one could imagine SAAC conventions marching off to the horizon. The award we presented was a hand-carved Cobra, about a foot high. It was cut down the middle and half was given to each recipient, with instructions that if one of them missed a convention they would have to give their half to the other.

Thirty years later they each still had their half. We asked them to bring it to SAAC-40. We realized the competition had to end now, or else the only way it would end was badly. One of the two would eventually miss a convention because he would be pushing up daisies. Presenting the award to the eventual winner would not be a very joyful occasion. We decided to present an award to each winner: an Apple Watch. It wouldn't be the gold \$17,000 model, of course. Burgy was as computer savvy as a twelve year-old from Cupertino. Young, not so much.



At the evening program, we invited Burgy and Young to come up to the podium to receive their Apple watches. The thought of getting an Apple watch made a techno-freak like Burgy thrilled to be on the cutting edge. Young would have trouble using it just to tell the time, but he was, nonetheless, excited to get something like this for free. Their adrenalized excitement lasted only as long as it took them to return to their seats and open their white Apple boxes. Inside they found a \$5 watch strapped to an apple. As SAAC members for forty years, they really should have known better.



About 450 people filled the portion of the Kahalari's main ballroom that wasn't taken up by cars. It was like having dinner in a dealer's showroom. After the dessert Master of Ceremonies Ron Richards began the program by thanking everyone who had a part in making the convention happen. It was a long list because it takes a lot of volunteers to insure a successful convention.

One of our guest speakers was Marv Neely. In 1966 he was hired by Ford and one of his first assignments was to find buyers for the Hertz cars that were taken out of rental service in the northeast. He described finding a lot full of cars in various condition, some with flat tires. It was not a scene anyone who currently owns a Hertz car could easily imagine. And it was part of the history of these cars that not many people were aware of.

The convention perfect attendance award of Apple watches were presented to Jeff Burgy and Ken Young. The story is related on the previous page. One of our guest speakers, Oscar Koveleski, had to leave unexpectedly when his wife became ill. This was a disappointment because Oscar is a very entertaining speaker who, at 82 years old, has enough experiences and stories to fill a book. In fact, it's a wonder such a book has not been written.



Koveleski, who lives in Scranton, Pennsylvania, began racing sports cars in the 1950s. He co-drove with another Pennsylvanian, Hal Keck, at the Waktins Glen 500 in 1965 in Keck's 427 Cobra, CSX3008. They finished first. Koveleski also purchased a Cobra Daytona Coupe when Shelby was selling them off in 1966. He kept it for three weeks before selling it, convinced it would be a white elephant and its value would drop like a stone. He entered the 1972 Cannonball New York-to-Redondo Beach "race" in a Chevy van outfitted with six 55-gal.

drums of fuel. The entry was sponsored by the Polish Racing Drivers Association, of which Koveleski was president. The plan was to eliminate fuel stops by driving straight through. They finished second after miscalculating their mileage and had to stop for gas in California. These are just some of the stories we missed hearing.

Koveleski had brought a brand new slot car set-up (one of the first two made) that he had just produced. He was also, by the way, the guy who started Auto World, a mail order, and later on line, business dedicated to scale models of all kinds, slot cars and radio-controlled kits. We were happy to present the kit to SAAC member Tim Kilinski of Smithfield, Virginia, who had just arrived at SAAC-40 after driving his '66 GT350 out to Los Angeles, the NorCal Mini-Nats in Sonoma and then to the GT350 50th Anniversary in Monterey: over 7,300 miles.







Kopec found the podium and gave a brief history of the club's early years, detailing how and where it came from and like everyone else, wondering where it might go. Ron Richards provided a history of Cobras and then invited a couple of younger Cobra and Shelby enthusiasts up on stage to ask them a few questions about Cobra history. They passed with flying colors. The purpose of this was to explain that SAAC would need to educate the younger generation of enthusiasts if it was to continue.

The keynote speaker was Peter Brock. He has been one of the club's biggest supporters since the very beginning. Brock was fresh from attending the Monterey Motorsports Reunion's 50th Anniversary of the GT350. He noted SAAC's role in harnessing and maintaining the enthusiasm for Cobras and Shelby Mustangs over the past forty years which resulted in events like the 50th anniversary commemoration on Monterey. His comments were well received and inspiring.

Finally, it was time for the part of the program that was eagerly awaited by the owners of the concours cars parked beyond the dining tables: the announcement of the award winners. SAAC's concours is acknowledged as one of the most thorough and demanding competition in the entire hobby. In fact, the standards are so high it is rare that a car is restored by an owner in his own garage. Professionals who specialize in concours restorations have become the rule rather than the exception. The owners merely write the checks, and they have plenty of zeroes in them.



You have to keep your eyes open at a convention or you might pass right by a car with an unusually interesting history. Like 6S499. Richard Klein of Yorktown Heights, New York is the original owner and he and wife P.K. have driven the car to 22 SAAC conventions. It was originally purchased to compete in SCCA rallies and won several national events. They were SCCA Northeast Division champions from 1966 to 1971.

Everyone cleared out of the Kalarhari on Saturday and headed to the track. Cars for the popular vote car show began arriving at 8 a.m. The schedule called for voting between 10 a.m. and noon. As soon as the ballots were counted and the trophies were handed out the convention began wrapping up. But for those who didn't want the weekend to be over the Indy-Cars were practicing on the Tri-Oval and the SVRA's racing groups were qualifying on the track's Southeast Course.



SAAC-40 photographers: Jeff Burgy, Bob Cassling, Chris Dugan, Bob Garland, John Guyer, Greg Kolasa, Rick Kopec, Peter Larkin, Larry Lutes, David Maffucci









# SAAC-40 VINTAGE RACE



## SAAC VINTAGE RACE OFFICIAL RECORD BOOK

SAAC-21 - Lime Rock Park	July 5, 1996	Jay Bentley	Woodstock, CT	'66 GT350 6S1841
SAAC-25 - Lime Rock Park/Shelby Race	July 3, 2000	Chuck Bentley	Dayville, CT	'65 GT350 5S371
SAAC-25 - Lime Rock Park/Cobra Race	July 3, 2000	John Morton	El Segundo, CA	CSX4118
SAAC-26 - Charlotte, Motor Speedway/Shelby Race	July 8, 2001	Race Cancelled due to Rain		
SAAC-26 - Charlotte Motor Speedway/Cobra Race	July 8, 2001	Race Cancelled due to Rain		
SAAC-27 - California Speedway/Shelby Race	July 7, 2002	Dan Luckow	Tarzana, CA	'66 Mustang
SAAC-27 - California Speedway/Cobra Race	July 7, 2002	Norm Cowdry	Camarillo, CA	CSX4185
SAAC-28 - Nashville Superspeedway/Shelby Race	May 25, 2003	Scott Hackenson	Trumbull, CT	'66 GT350 6S293
SAAC-28 - Nashville Superspeedway/Cobra Race	May 25, 2003	Kevin Rogers	Elizabeth, CO	CSX4180
SAAC-29 - Michigan International Speedway	July 4, 2004	Curt Vogt	Wallingford, CT	'66 GT350
SAAC-30 - California Speedway/Shelby Race	July 3, 2005	Ross Thompson	Phoenix, AZ	'65 Mustang
SAAC-30 - California Speedway/Cobra Race	July 3, 2005	Joseph DiLoreto	Paramount, CA	McLaren M6
SAAC-30 - California Speedway/A/Sedan Race	July 3, 2005	Boris Said	Carlsbad, CA	'69 Super Boss
SAAC-31 - Virginia International Raceway	July 3, 2006	Doug Richmond	Newark, DE	'66 GT350 6S1870
SAAC-32 - Miller Motorsports Park	July 8, 2007	Tom Mabey	Woods Cross, UT	GT40 MK I
SAAC-33 - New Jersey Motorsport Park	Aug. 17, 2008	Curt Vogt	Wallingford, CT	'66 GT350 - 5S050
SAAC-34 - BeaveRun Motorsports Complex	Aug. 8, 2009	Curt Vogt	Wallingford, CT	'69 Boss 302
SAAC-35 - Infineon Raceway/Trans-Am Race	Aug. 28, 2010	Forrest Straight	Los Gatos, CA	'69 Boss 302
SAAC-35 - Infineon Raceway/Vintage Race	Aug. 29, 2010	Tom Barnard	Las Vegas, NV	CSX4181
SAAC-36 - Virginia International Raceway	May 29, 2011	Dennis Olthoff	Mt. Ulla, NC	Superf. MK II
SAAC-37 - Watkins Glen International	June 8, 2012	Dennis Olthoff	Mt. Ulla, NC	Superf. MK I
SAAC-38 - Auto Club Speedway/Shelby-Cobra Race	July 5, 2013	Lorne Leibel	Willowdale, Ont.	CSX2349
SAAC-38 - Auto Club Speedway/Trans-Am Race	July 5, 2013	Michael Martin	San Juan Cap, CA	'70 Boss 302
SAAC-39 - Road America	May 16, 2014	Curt Vogt	Wallingford, CT	'70 Boss 302
SAAC-40 - Pocono International Raceway	Aug. 21, 2015	Gary Moore	Bethlehem, PA	'65 GT350 6S177



# SAAC-40 OFFICIAL VINTAGE RACE RESULTS

STARTING GRID		LAP																									FINISHING POSITION		
		0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25		
1	GARY MOORE, Bethlehem, PA..... '65 GT350																											1	GARY MOORE
2	SCOTT HACKENSON, Trumbull, CT..... '67 Mustang Notchback																											2	SCOTT HACKENSON
3	CHAD CROPPER, Montoursville, PA..... '66 GT350																											3	JERRY STRECKERT
4	BRIAN KENNEDY, Cannon Falls, MN..... '66 GT350																											4	BRIAN KENNEDY
5	MARC SHARINN, Wantaugh, NY..... '65 GT350																											5	MARC SHARINN
6	JIM DOLAN, Naples, FL..... '66 GT350																											6	CHAD CROPPER
7	JERRY STRECKERT, Reading, MA..... CSX4057																											7	JOHN MCCORMICK
8	STEVE HITCHINS, Ft. Myers, FL..... '66 GT350 H																											8	JIM DOLAN
9	ERICH BOLLMAN, Newark, DE..... '69 Boss 302																											9	STEVE KRAMER
10	JOHN MCCORMICK, Wallingford, CT..... '70 Boss 302																											10	RICHARD KURTZ
11	STEVE KRAMER, Gaithersburg, MD..... '66 Mustang Notchback																											11	DON WELLS
12	RICHARD KURTZ, Eagen, MN..... '65 Mustang																											12	HARVEY GORDON
13	MIKE KINCAID, Rising Sun, MD..... '65 Mustang																											13	STEVE HITCHENS
14	HARVEY GORDON, Weymouth, MA..... '66 GT350																											14	MIKE KINCAID
15	LARRY CORDA, Wellesley, MA..... '66 GT350																											15	LARRY CORDA
16	DON WELLS, Hyde Park, NY..... Cobra Daytona Coupe Replica																											16	ERICH BOLLMAN
DNS	KEN ARTERS, Downingtown, PA..... Superformance Mk II																											DNS	KEN ARTERS







1st - Gary Moore, Bethlehem, PA - '65 GT350 - 6S177



2nd - Scott Hackenson, Trumbull, CT - '67 Mustang



3rd - Jerry Streckert, Reading, MA - CSX4057



4th - Brian Kennedy, Cannon Falls, MN - '66 GT350 - 6S094



5th - Marc Sharinn, Wantagh, NY - '65 GT350 - 6S067



6th - Chad Cropper, Montoursville, PA - '66 GT350 - 6S828



7th - John McCormick, Wallingford, CT - '69 Boss 302



8th - Jim Dolan, Naples, FL - '66 GT350 Replica



9th - Steve Kramer, Gaithersburg, MD - '66 Mustang Notchback



10th - Richard Kurtz, Eagen, MN - '66 Mustang Fastback





11th - Don Wells, Hyde Park, NY - Cobra Daytona Coupe Replica



12th - Harvey Gordon, Weymouth, MA - '66 GT350 - 6S043



13th - Steve Hitchins, Ft. Myers, FL - '66 GT350 H - 6S387



14th - Mike Kincaid, Rising Sun, MD - '65 Mustang Notchback



15th - Larry Corda, Wellesley, MA - '66 GT350 - 6S172



16th - Erich Bollman, Newark, DE - '69 Boss 302





# SAAC-40 CONCOURS

## OFFICIAL RESULTS

### COBRA

Division II - Leland and Felicia Cross; Kennet Square, PA - CSX3130 - Gold  
Division II - Peter Livanos; Greenwich, CT - CSX2351 - Bronze

### 1965 SHELBY

Division II - Phil Pickens; Magnolia, TX - 5S151 - Gold  
Division II - William Kenney; Annapolis, MD - 5S312 - Silver  
Division II - John Sloane; Feeding Mills, MA - 5S383 - Silver

### 1966 SHELBY

Division II - Richard Nash; Frankenmuth, MI - 6S2381 - Gold  
Division II - John Rago; Winchester, IL - 6S007 - Gold  
Division II - Paul Fix; Lancaster, NY - 6S1405 - Silver  
Division II - Jim Walsh; Hampsted, MD - 6S737 - Silver

### 1967 SHELBY

Division I - Vernon Smith; Swift Current, Newfoundland, Canada - 67400F8A01518 - Gold  
Division II - Dale Spahr; York, PA - 67201F7A01351 - Bronze  
Division II - Shawn and Debbie Clasing; Glen Rock, PA - 67400F8A01807 - Bronze  
Division II - Mark Cowan; Prahran, Victoria, Australia - 67200F2 0082 - Bronze  
Division II - William Kenney; Annapolis, MD - 67412F2U00916 - Bronze

### 1968 SHELBY

Division I - Vernon Smith; Swift Current, Newfoundland, Canada - 8T03R201809-02493 - Gold  
Division II - Ron & Cherie Speicher; Hixson, TN - 8T02R215925-04155 - Gold  
Division II - Dale Faulkner; Henderson, NV - 8T02R210092-03471 - Gold  
Division II - Michael Johnson; Santa Fe, NM - 8T02R201822-02506 - Silver  
Division II - Mitt Layton; Point Verde, FL - 8T02R206151-03391 - Bronze  
Division III - Salvatore Frasca; Brooklyn, NY - 8T03R210892-03855 - Chairman's Award

### 1969-70 SHELBY

Division II - John Foerst; Osteen, FL - 9F02M481916 - Gold  
Division II - Tom Lampron; Wilbraham, MA - 0F02R480957 - Gold  
Division II - Salvatore Frasca; Brooklyn, NY - 9F02M481288 - Silver  
Division II - Ralph Notaro; Colts Neck, NJ - 9F03R480843 - Silver

### BOSS

Division I - James Haling; Plymouth, MI - Boss 429 - 0F02Z143232 - Premiere  
Division I - Michael Bauman; Pittsgrove, NJ - Boss 302 - 0F02G119333 - Gold  
Division II - Lyle Essick; Pottstown, PA - Boss 429 - 9F02Z192875 - Gold  
Division II - Steven Zelle; LeClaire, IA - Boss 429 - 0F02Z123173 - Gold

### COMPETITION

Division II - J. Christian and Jennifer McCarter; Denver, CO - 5R530 - Gold  
Division II - Shelly Hackenson; Trumbull, CT - Tiger B382000971LRXFE - Gold

*Trophies provided through the generosity of Tony D. Branda Performance and Cobra Automotive. Thanks, guys.*



## CONCOURS COMMENTS

– Rand Bailey, Concours Chairman

If there were any complaints about where this year's concours judging was held, they were made by people who would probably complain about being given a stack of hundred dollar bills. The judges seemed to be happy rolling around on wall-to-wall carpeting with excellent lighting and air conditioning. This situation might not happen again for another forty years!

As has become the case, the level of quality of the cars continues to get better each year, only outpaced by the increasing knowledge and experience of the judges. Cars that would have won gold awards ten years ago would now probably only qualify for a bronze or silver award today. The standards are established by the judges and the cars have to stretch to reach them.

Once again, our thanks to the judges and everyone else involved in organizing and managing the event.



Gold - Cobra/Division II - Leland & Felicia Cross, CSX3130



Gold - '66 Shelby/Division II - Richard Nash, 6S2381



Gold - '67 Shelby/Division I - Vernon Smith, 67400F8A01518



Premiere - Boss 429/Division I - James Haling, 0F02Z143232



Gold - '65 Shelby/Division II - Phil Pickens, 5S151



Gold - '66 Shelby/Division II - John Rago, 6S007



Gold - '68 Shelby/Division I - Vernon Smith, 8T03R201809-02493





Gold - '68 Shelby/Division II - The Speichers, 8T02R215925-04155



Gold - '68 Shelby/Division II - Dale Faulkner, 8T02R210092-03471



Gold - '69 Shelby/Division II - John Foerst, 9F02M481916



Gold - '70 Shelby/Division II - Tom Lampron, 0F02R480957



Gold - '70 Boss 302/Division I - Michael Bauman, 0F02G119333



Gold - '69 Boss 429/Division II - Lyle Essick, 9F02Z192875



Gold - '70 Boss 429/Division II - Steve Zelle, 0F02Z123173



Gold - 'Competition/Division II - Christian & Jennifer McCarter, 5R530





Gold - Tiger/Division II - Shelly Hackenson, B382000971LRXFE



Silver - '65 Shelby/Division II - William Kenney, 5S312



Silver - '65/ShelbyDivision II - John Sloane, 5S383



Silver - '66 Shelby/Division II - Paul Fix, 6S1405



Silver - '66 Shelby/Division II - Jim Walsh. 6S737



Silver - '68 Shelby/Division II - Michael Johnson, 8T02R210822-02506



Silver - '69 Shelby/Division II - Salvatore Fresca, 9F02M481288



Silver - '69 Shelby/Division II - Ralph Notaro, 9F03R480843





Bronze - Cobra/Division II - Peter Livanos, CSX2351



Bronze - '67 Shelby/Division II - Dale Spahr, 67210F7A01351



Bronze - '67 Shelby/Division II - The Clasing, 67400F8A01807



Bronze - '67 Shelby/Division II - Mark Cowan, 67200F2 0082



Bronze - '67 Shelby/Division II - William Kenney, 67412F2U00916



Bronze - '68 Shelby/Division II - Mitt Layton, 8T02R206151-03391



Chairman's Award  
'68 Shelby/Division III - Salvatore Fresca - 8T03R210892-03855

## HISTORICAL DISPLAY CARS

We initially invited owners of GT350 R-Models to display their cars to commemorate the GT350's 50th Anniversary as well as the 50th Anniversary of the GT350's first B/Production National Championship. We had a place to display them which could not have been better – indoors in the Kalahari's convention center ballroom. The cars were brought in at the same time the concours entries were, on Thursday night between 5 p.m. and 11 p.m. Between Thursday and Saturday morning there was a continual flow of people moving through to look at the cars and take pictures. We have to admit, it was a pretty impressive sight. And one that's not likely to happen again because you don't exactly stumble over convention sites like this very often. Once in forty years, in our case. We thank these owners for sharing their cars with everyone and helping to make SAAC's 40th convention a memorable one.





CSX3133 - Bob Gingold



SFM5R095 - Howard Pardee



SFM5R096 - Claude Hanum



SFM5R098 - Marty Beaulieu



SFM5R100 - Bob Dockery



SFM5R105 - Bob Dockery



SFM5R536 - Gary Barnes



SFMS112 - Terry Hall





CSX2427 - Steve Juliano



'69 Shelby Team Car #4 - Don Dimitriadis



J-13 - Gary Moore



SFMS127 - Bob & Steve Walls

## ***SAAC-40 CONCOURS CHAIRMAN***

Rand Bailey

## ***SAAC-40 CONCOURS JUDGES***

Brant Halterman  
 Jeremy Turner  
 Tonya Turner  
 Paul Fix  
 Charles Turner  
 Jeff Speegle  
 Jim Wicks  
 John Brown  
 Vern Anslie  
 Brent Warner  
 Bob Gaines  
 Dom Ciliberto  
 Jim Hull  
 J.D. Kaltenbach  
 Vern Estes  
 Mike Shally  
 Rod Harrold  
 Scott Phillips  
 Ed Duell  
 Ben Wagoner  
 Marty Weisman  
 John Embry  
 Jim Leader  
 Brian Znamirovski  
 Dave Riley  
 Ed Meyer  
 Randy Ream  
 Jason Billups  
 Donna Meyer  
 Tim Lea  
 Sean Gearty  
 Ron Richards  
 Dirk Gasterland  
 Jeff Gagnon  
 Nick Acton

## ***CONCOURS VOLUNTEERS***

Trish Judson  
 Harriet Shally  
 Mary Embrey  
 Genelle Pilger  
 Alan Remington  
 Chris Kuchem  
 Jon Haverty

## ***CONCOURS PHOTOGRAPHER***

John Guyer



# SAAC-40 POPULAR VOTE

***Saturday, August 22, 2015***

## **CSX2000 COBRA**

1. James Ward - CSX2574
2. Jay Galusha - CSX2285
3. Jeff Gregg - CSX2122

## **CSX3000 COBRA**

1. Steve Pagano - CSX3354
2. Leland Cross - CSX3130

## **CSX4000/7000/8000**

1. Joe Zielinski - CSX4848
2. Mark Terlecky - CSX8036
3. Philip Spatz - CSX8005

## **1965 Shelby GT350**

1. Lawrence Shaffer
2. Steven Walls
3. Leland Cross

## **1965 Shelby GT350 R-Model**

1. Christian & Jennifer McCarter -5R530
2. Yvonne Kirk - 5R095

## **1966 Shelby GT350**

1. Fred Piluso
2. Jim Walsh
3. Doug Cresanta

## **1966 Shelby GT350H**

1. Mark Smith
2. John Gall
3. Steve McDonald

## **1967 Shelby GT350**

1. Fred Piluso
2. Al Puhalla
3. Dean Christie

## **1967 Shelby GT500**

1. Ray Jones
2. Rick Zappia
3. Andrew Price

## **1968 Shelby GT350**

1. Gary Miller
2. Rick Barber
3. Rob Duquette

## **1968 Shelby GT500KR**

1. Lance Tarnutzer
2. Tim Brillhart

## **1969 - 1970 Shelby GT350**

1. Hank D'Amico - '69 Convertible
2. Douglas Miller - '69 Fastback
3. Bob Zink - '69 Convertible

## **1969 -1070 Shelby GT500**

1. Steve Matless - '69 Fastback
2. Dan Kiefer, Sr. - '69 Fastback

## **2007 - 2009 Shelby GT500 & GT500KR**

1. Carol Padden - '09 GT500KR
2. Gary Welch - '08 GT500
3. William Caron - '08 GT500KR

## **2010 - Present Shelby GT, GT500, Boss**

1. Rich Keller - '12 Laguna Seca
2. Patrick Spina - '12 GT350
3. Kevin Fulmer - '13 GT500

## **2006 - Present Shelby GT & GTH**

1. Mike Beaver - '07 GTH Conv.
2. Richard & Linda Daniel - '06 GTH
3. Wayne Wachter - '07 GT/SC

## **2005-2006 Ford GT**

1. Carl Gross - '06 Ford GT
2. Dave & Dalton Winkler - '05 Ford GT
3. Michael Fontaine - '05 Ford GT

## **1969 - 1971 Boss 302, 351, 429**

1. Dominic Ciliberto - '69 Boss 429
2. Jeff Tritle - '69 Boss 429
3. Paul Spatz - '70 Boss 302

## **1964 - 1973 Mustang/Stock**

1. Jacques R. Gaudet - '67 Mustang
2. Anthony Branda - '64 Mustang

## **1974 - 2004 Mustang Stock & Modified**

1. Brian Zielinski - '91 5.0 LX
2. Kenneth Youngblood - 86 Mustang
3. Herb Sharp - '96 SVT Cobra

## **2005 - Present Mustang Stock & Modified**

1. John Ruffner - '05 Mustang GT
2. Lauren Morrill - '05 Mustang
3. Brent Frisch - '11 Mustang GT

## **1991-Present Special Edition Mustang**

1. Gary Miller - '03 Mustang Cobra
2. Philip Scalise, Jr. - '93 SVT Cobra

## **Cobra/GT40 Ford Replica**

1. Robert Gleason - '66 Daytona
2. James Holden - ERA GT
3. Dan Rieter - FFR Cobra

## **Shelby Mustang Replica**

1. Brandon Badell - '65 GT350 Replica
2. Don Kent - '65 GT350-R Replica
3. Joseph Stroh - '68 Shelby T/A Replica

## **Special Interest**

1. Kim Barnes - '67 Tiger Mk II
2. Mark Petrie - '66 Tiger Mk IA
3. Jackie Keller - '66 Tiger Mk 1A

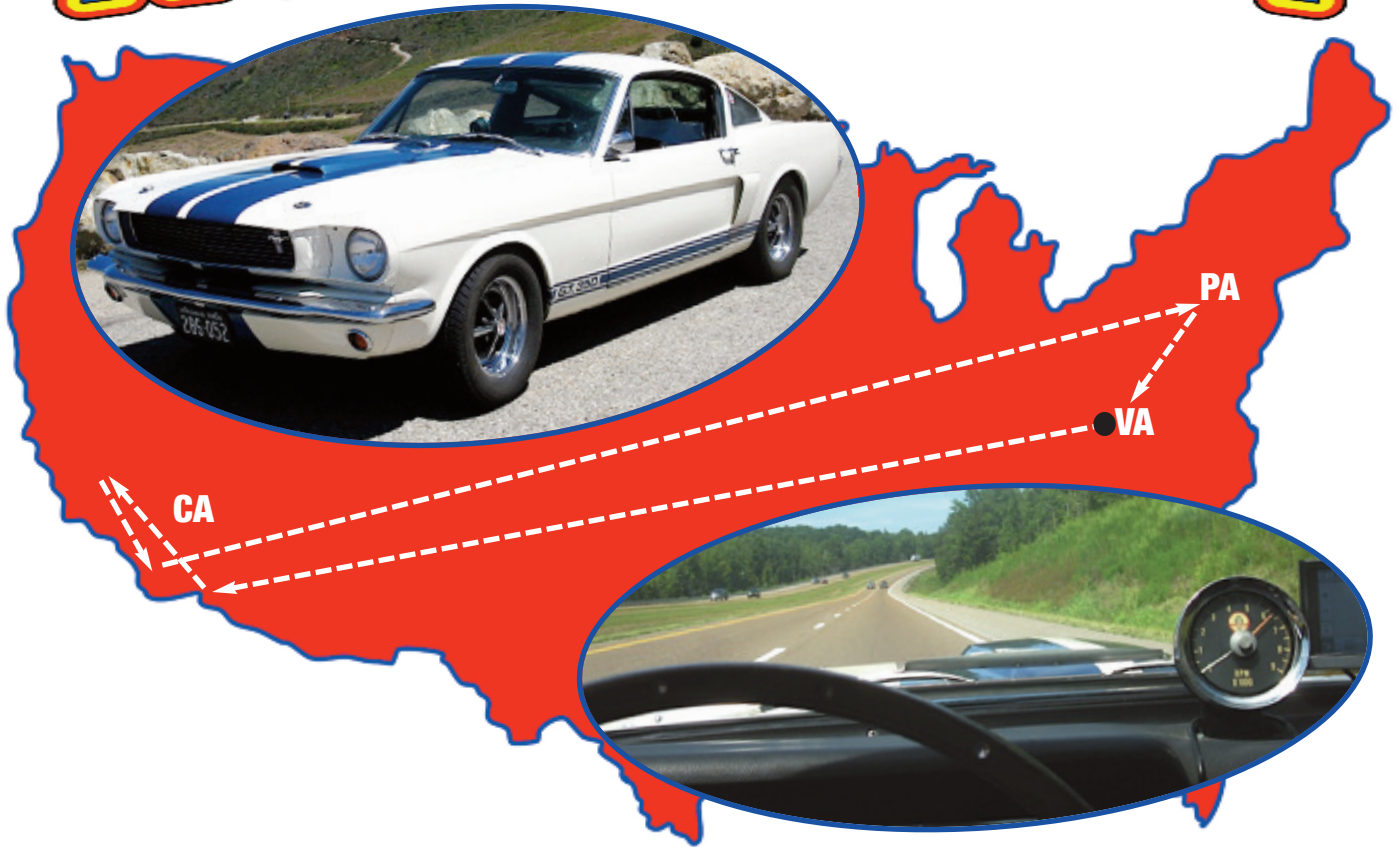
## **Special Interest Competition**

1. Kenneth Costella - '65 GT350
2. Tim Rubright - '12 Boss 302S
3. Mike Kincaid - '65 Mustang

*Trophies provided through the generosity of Tony D. Branda Performance and Cobra Automotive. Thanks, guys.*



# ROAD TRIP!



*Tim Kilinski saddles up 6S336 and rides solo into the sunset, headed for NorCal's Mini-Nats and then to Monterey's GT350 celebration.*

*As soon as it was over he pointed the car east and headed to SAAC-40.*

*After that it was back home to Virginia. Total mileage: 7,582.*

*Folks, we have a new Shelby Hero!*

*– Tim Kilinski*

## PRELUDE

It wasn't the first time I'd be driving cross country. When I was 18, just before going into the Air Force, I rode my Honda CB750 motorcycle from New York to California with one of my friends. He was only 17, so I actually had a letter from his mother asking me to take care of him. We did the 7,500-mile trip in 17 days and, for me, it was a life-changing experience. I don't remember anyone supporting

our decision to take that trip, but there were many supportive and interesting people we met along the way.

At that time, being hassled on our bikes in New York was common. So imagine our surprise when we were approached by a Colorado Trooper while parked along Route 80 after I'd just repaired a flat tire. He was excited when he greeted us and said when he saw our New York plates he had to stop. Did we need anything? Were we

having a good time? It turned out that he dreamed of making such a trip across the country himself, and everyone told him he was crazy. We ended up sitting on the hood of his car talking for about an hour. He was happy to meet people fulfilling their dream that was also his dream. He wanted to know everything about our experience and talking to us renewed his passion for doing the same thing. We never found out if he was able to make the



trip but he was thoroughly enjoying everything we told him about our trip.

We also had an interesting encounter with a San Francisco motorcycle officer. He pulled us over after we had made a right turn at a light that he was parked across from. We moved our licenses, identification and money around from day to day, hiding them under the seat or in the headlight. I asked my friend if he knew where they were and he said he thought they were in my headlight. The officer responded, *"You boys are from New York; if you made it this far I don't really need to see them. I just wanted to let you know some intersections are marked that you can't turn on red."* He asked if we were having a good time and said to be safe. It wasn't until we returned with our great stories of all the people we met and the places we had seen that everyone was suddenly happy we had done it.

What causes a kid to latch onto a particular car and just feel he needs to own it? I can't explain it, but it happened to me with the early GT350s. I was only 10 years-old when they came out and I never knew anyone who owned one. Nevertheless, I wanted one in the worst way. I kept looking for one for years. After learning about them I decided I'd like an early '66 because I liked the unique styling cues better but still wanted over-ride traction bars and lowered front control arms. I didn't know that they hadn't lowered the control arms on a lot of those cars, and also didn't know about the carry-over cars.

After getting married and settling into a good job, I bought a house. Now I was finally able to get serious about finding that GT350, so I started looking hard. It was 1977 and I was chasing down cars that almost always turned out to be Mustangs and not Shelys. It took almost a year of looking before I bought 6S336 from Wayne Conover and picked it up at SAAC-4 in Downingtown, Pennsylvania. I drove it home to New York and it needed a restoration. That took me about four years, during which I was able to work on it at Randy DeLisio's shop. The project seemed to drag on and the

work I had sent out wasn't always up to my expectations. Randy agreed to finish the car and said I could do any work I wanted as long as the car wasn't just sitting, taking up space in his shop. I spent all of my free time, over four months, working on the car. I was lucky to be able to do that because I learned so much about restoring cars from Randy.

After the car was done I brought it to some car shows but never trailered it anywhere. In fact, since I have owned it, it has never been trailered as long as it was running. I have always considered it my favorite car and, as they say, *"It's the one."* I have had many other nice cars but this GT350 has always been my favorite. To me it's still the best car out there and I love driving it. These cars were meant to be driven, and the harder the better. I open-tracked it whenever I could and it has not had any major failures since it was completed in 1983.

Last year I had some surgeries on my right knee. It looked for a while like I wouldn't be able to drive standard-shift cars anymore; maybe I'd have to get automatics. When I was at the Cobra 50th Anniversary celebration at Monterey in 2012 I thought about driving my GT350 to the 50th Anniversary for Shelby GT350s if they had one in 2015. The day it was announced I decided I had to do it. I'd work hard to get my knee in shape, and would be retiring, so I would have the time to make the trip.

I went back to work in January and worked hard on my therapy. Everyone asked if I'd have to work longer since I had been out for six months. I said I needed maybe a month to get back in shape before the trip. I don't think anyone took me seriously. I retired at the end of May to give myself some time to get the car ready and, oh yeah, maybe the knee since I wasn't able to drive the Shelby the way it was. I was driving my newer cars but the leg hurt after an hour and I couldn't handle the Shelby's brakes at all.

I rebuilt the brakes (calipers, wheel cylinders and master cylinder), replaced all the flexible lines (fuel and

brake), lower control arms, fuel sending unit, spark plug wires and air cleaner. I greased it up, changed the oil and filter and the biggest change was swapping the top-loader four-speed for a five-speed transmission. I didn't have time for many other things I wanted to do and when I started shaking it down it seemed the distributor wasn't right. I lubed it, adjusted the advance springs and after resetting the timing it was good to go. The other problem that got skipped was the radiator hoses. I bought them and took them with me. I did flush the system out and noticed that it had some rust in it. I took a lot of spare parts including a carb and rebuild kit, a new original distributor, new starter solenoid, points, condenser, cap, rotor and fuel line. I ended up leaving at noon on Saturday, August 1st, instead of early in the morning. My wife, Leslie, was supporting me all the way. Dave Redman and Wayne Taylor were also helpful. Dave and Greg Bradner, along with some other local Shelby club guys, would be flying out to Monterey so I planned on seeing them there.

### THE START

Dave Redman stopped by on Saturday morning just as I was finishing packing up the car. I was going to change the oil, jump in the shower and then head out. He hadn't seen the five-speed, so we took a quick ride. Everything was good. I was excited and a little bit nervous. I hadn't wanted to make the trip solo but nobody else was able to go with me.



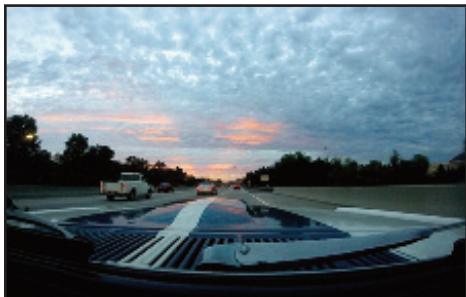
It is surprising how much stuff will fit into a '66 Shelby's trunk if packed carefully. It's common knowledge that bringing spares pretty much insures you will never need them. The corollary to that is, the more tools you bring, the fewer you'll use.



One of my closest friends was living in Oklahoma and I planned to stop and see him. The weather was bad all across the country and I fretted over how to avoid the worst of it. I wanted to head north from my jump-off point in Virginia since it was so hot, but my stop-over was to the south so I decided to take I-40 to Oklahoma. My buddy, Danny, lived just east of Oklahoma City. I figured that would take two days if there was no trouble.



Once on the road I calmed down and began to enjoy the drive. My senses were heightened and I was noticing every bounce and squeak; there was a little vibration at higher speeds. I hadn't been able to test the car over 70 mph before leaving. The limit on the local interstate was 70, but heading west it would be higher. I stopped for fuel about every 250 miles and I discovered I was getting about 20 mpg. Other than the vibration, which seemed to come and go, the car was doing great. It was running cool and had no leaks. My leg was doing well too! It was a little painful when I needed to brake hard but otherwise tolerable.



I was quite comfortable in the car and at speed it wasn't really noisy. Around town, however, things were different. The engine was essentially stock with a LeMans cam and it's a little loud. Overall, I found the car to be a pleasure to drive. Being an early

GT350, you have to work at driving it – no power steering, power brakes, air conditioning, cruise or even a radio. New cars are nice but are we really driving them? I actually had someone try to compare driving a new Shelby a couple of hundred miles to driving an early GT350 across the country. I couldn't see much of a comparison; so few people actually drive these cars today, let alone on a long trip or in heavy traffic.

I made it about halfway to Danny's the first day. I had a little trouble finding a place to stay that first night because I waited too long to choose a stopping point. Leslie was working from home, trying to find me someplace to stay. Everything seemed full where I was so I continued on a little farther until I found a new Motel 6 that had a vacancy. It was quite a bit later than I had planned on, and I was very nervous about leaving the car exposed in the parking lot. I found a spot to park where I could see the car from my room and repeatedly checked on it. I knew I had to rest, so finally I just had to let it go and get some sleep. I had been so keyed-up, but that first day had gone so well that I was no longer concerned about being out there alone now.

As planned, I made it to Oklahoma in two days and was feeling pretty good about the trip. However, the heat was still a concern. I talked with Leslie and decided that since I was so far ahead of schedule (she would be flying in to San Francisco on the 10th) I would drive to Southern California to get together with John Saia, 6S336's previous owner. He has a blog, "The Shelby Guy," and I had spoken to him about stopping by. I adjusted my plans and stayed an extra day at Danny's. I checked the car over and rotated the tires, and then gave rides to his family and especially his grand kids. I had been in basic training with Danny and his kids grew up with the Shelby. His daughter's husband hadn't seen it, though. He was very excited and, being ex-military, was very respectful. All the kids had rides and when I asked if he'd like to go he was like one of the kids. He said

he might even come to Virginia on vacation so he could get another ride. The only thing my inspection revealed was a drop of fluid from the rear end. Rotating the tires reduced the vibration.



I left Oklahoma and headed south to Gallup, New Mexico. It wasn't quite as hot that day. I was feeling good all around, just cruising down the highway taking it all in. It was amazing and I found myself wondering why aren't more people willing to do this? Enjoying the ride in the Shelby and seeing the country as only a drive like this allows. The scenery and the people are certainly worth it.

## CALIFORNIA

The next day took me through the desert and into California and here I made my biggest mistake. I went in the daytime and ended up crossing



through the desert, which was around 120 degrees. I thought either me or the Shelby would die and didn't dare to stop except in Needles, to eat and check the radiator. Some of the coolant had over-flowed into my washer bottle (that I was using as an overflow), but I hadn't lost any. I continued onto California, but have to admit that this part really wasn't fun. We barely handled the heat and I saw quite a few other cars that didn't make it. Truckers were having trouble blowing tires from the heat and I had to dodge a couple of "alligators" along the way.



Was it a matter of having so much confidence in myself and 6S336 or just stupidity? The Shelby drew some attention whenever I stopped. People would come over and talk to me and they seemed very excited when they learned about my trip. On the first day there had been countless people taking pictures of the car but through the center of the country not so much. Now that I was in California things were back on; the car suddenly got a lot more attention.

I was on the phone with Leslie and then with John, trying to find a place to stay for the night. I was hiding in the shade among the vans in Victorville, California when a father came by with his baby in a stroller. He stopped short and said, "Great car!" One of his other children then came over and began asking questions about the car while dad was loading up. I mentioned that I had been on the phone looking for someplace to stay and his pre-teen daughter immediately started clicking off the places close by. She liked the car and was just one of those outgoing types, curious and friendly. I wanted to get closer to Rolling Hills where John lives so I ended up stopping in Ontario.



I was now on Cloud Nine. Everything was going well; I was already in California and almost a week ahead of schedule. I had time to visit the NHRA Museum in Pomona. They said I could



Russian motorcycle racer Sergei Maltsev was attracted to 6S336. No doubt he was imagining what it would be like to drive it through the streets of Moscow.

bring the car up to the entrance in front for a photo. I asked someone to take my picture with the car and he was very hesitant. Another guy came over and asked what I needed. It turned out that I had asked a prominent Russian motorcycle builder and he wasn't comfortable enough with English to respond. Sergei Maltsev was going to try for a record at Bonneville. We talked for a good while and then his friend announced that Sergei had a present for me from Russia. He gave me one of the shirts they had made for their Bonneville effort. I don't imagine many people will have one, since Bonneville got canceled due to flooding. They were going to go to the Mojave Mile replacement event.



After running across the country without incident, 6S336 takes a well-deserved rest in the company of 6S2060. Previous owner John Saia was happy to see his old Shelby. Ownership of the same Shelybs always establishes a bond that's hard to break.

I pulled into John Saia's and he was happy to see 6S336. He has a Cobra Daytona replica and 6S2060. We talked cars for hours and then went out for a ride in 6S2060. He took me to lunch at one of his favorite stops. We had a great time and he posted pic-

tures up on his blog along with the story. He had always had his history with 6S336 up there and was looking for me to fill in the rest of the story. I'll also write up a guest piece for his blog when I get home. I'm thinking of titling it, "6S336 History: Re-lived, Celebrated and Made." Leaving John's I got stuck in rush hour traffic on the 405 Freeway in Los Angeles. Someone actually pulled up next to me and stopped (even though his lane was moving at the time) and asked about the Shelby!



Stopping at an In-N-Out Burger is just about a requirement for visitors to California. How about parking your '66 GT350 outside and going in, and seeing a '66 GT350 on a poster hanging inside? It becomes just another memorable part of the trip.



Early GT350s are not great stop-and-go traffic cars but you have to take a little bad with the good. I saw some idiotic post on Jalopnik wondering why would anyone actually drive an early GT350? It was on August 3rd



and he either didn't know much about the cars or wanted to stir people up just to start up a conversation on Jalopnik.

I stayed in Thousand Oaks on Thursday night and in the morning headed south to Malibu to get on the Pacific Coast Highway. My daughter used to live out here so I was familiar with the area. When I visited her I had rented a Shelby GT to drive around when they were available from Hertz.

Southern California really is the center of the car culture and I was on top of the world. It seemed like everyone was paying attention to the Shelby now. I drove down to the beach so I could walk in the ocean and then stopped to watch the elephant seals sleeping in the sand and fighting in the surf. I had reached a point where I was no longer worried about something happening to the car. Getting to this point was priceless. I was feeling really confident about driving north to Monterey.



I continued driving up Highway 1, loving the drive more with every mile. In the Shelby, it was indescribable. By Saturday afternoon I was at the Baja Cantina in Carmel Valley, having an early dinner. It's a wonderful car cruise place, especially during the histories. Leslie had booked me into a nice hotel in Morgan Hill for the next three days, about halfway between Monterey and San Francisco. The



hotel was full of Australians and New Zealanders who were bicycle manufacturers or shop owners. My nephew is married to an Aussie, so I talked them up and one of the guys from New Zealand had a real Rally Falcon. He admitted that he was one of the ones who doesn't drive his cars. He only put 200km on his Falcon last year.

### THE MININATS

Sunday I was trying to decide if I should go to the Pre-Historics at Mazda Raceway or the 30th NorCal Mini-Nats up in Sonoma. I was feeling great at this point so I figured the 30th Mini-Nats was the place to go. I drove up there and had a great time.



After I had parked at the track, one of the drivers was coming back from the restroom and noticed my Virginia plates. He looked at me and I answered before he could ask. "Yes. I just drove it from Virginia." He said they would want that in their newsletter and told me where to find the editor. He took a couple of pictures of me with 6S336. They were really surprised to find that someone had driven a GT350 all the way from Virginia. I hadn't been to Infineon Raceway before so I wandered all around the track, taking pictures. It wasn't like what I had seen on television during NASCAR races. It was a much more challenging track.

On the way back to Morgan Hill I stopped for dinner and was approached by a couple in the parking lot. He saw me coming in behind him and dragged his girlfriend over to ask about the Shelby. They were very interested in the car because he owned some collector Fords. When they found out I'd driven it from Virginia they really wanted to talk. We ended up going to dinner together and talked cars like old school buddies. His girlfriend was very understanding and even joined in. He admitted that he needed to get started on his cars because most of them needed work. He was energized by talking to me about driving my car. One of his cars was a K-code Falcon Hi-Po.

Back in Morgan Hill, I tried to relax. I cleaned up the car and planned on picking up Leslie at the airport on Tuesday. It was all slowly sinking in that I was in California. That I'd made it. I was feeling invincible at this point. I would be picking up Leslie and driving 6S336 to the Monterey Motorsports Reunion's 50th An-





niversary for the GT350. I don't think it gets any better than that for a GT350 guy like myself.

I was still a little nervous about leaving the car unguarded at night, but so far I had experienced no problems. I got up often to check on the car and a lot of times I saw people looking at it or taking pictures. When I checked out of the hotel on Tuesday the guy manning the front desk told me that a lot of people had asked him about the car.

### MONTEREY

I picked up Leslie at the airport and headed down Highway 1 to Monterey. Now the trip was really on! Leslie had rented us a place in Pacific Grove with a great view of Monterey Bay and a garage for the next two



nights until we moved to Carmel Valley. We relaxed and walked around Pacific Grove and Monterey. We went to Lovers Point one night and had steaks at the Whaling Station on Cannery

Row (highly recommended by Kopec) the next. I went to the track on Wednesday and hung out in the pits with Marty Beaulieu, Ross Myers and a bunch of other guys running



GT350s. They had the traditional photo shoot under the tire and it was great to be out there with everyone. I talked to so many people, including a reporter from the Monterey Herald and Jim Schield and his wife Jan. She mentioned that she had wanted to get



If it's #37, it must be Jim Schield. He is the original owner of 5S272 and started autocrossing it and running open track as soon as he took delivery. He began vintage racing at Laguna Seca when it started and ran there every year until recently, when he retired the old warrior. But he just had to "un-retire" it for this event.

lettering to put his name on the Shelby. I told her he didn't really need it since he's the only one who has ever driven that car since Day One and everyone pretty much knows it's him. He said he liked that idea. I also got some good coverage in the Monterey Herald's story about the reunion in their Thursday edition.



I passed on going out to the track on Thursday because I wanted to take Leslie for a drive along the Coast Highway, since we didn't get to do that on the way down from the airport. We drove south to Big Sur where we had lunch. The weather was great and the car drew a lot of attention. It was neat to be taking pictures at these scenic sites and have people ask if they could take pictures of the Shelby.



The Monterey Motorsports Reunion went great; the weather was perfect and the races were spectacular. I was able to take parade laps on the track on both Saturday and Sunday. Dave Redman and Larry Barnett rode with me on Saturday and Leslie was nice enough to wait until Sunday. It was a lot less crowded on Sunday because of the people who went to Pebble Beach. What more could you ask for?







drive. 6S336 ate up the 80-85 mph cruising once we got out of the mountains. It should have been tuned for the elevation in the mountains but there wasn't time. It didn't run that bad and the worst mileage we got was 16 mpg, so I decided not to fiddle with it.

Out of the mountains our mileage came up and the car seemed to rise to the challenge of a high speed cruise across the rest of the country. The car had developed an oil leak before we got to Wyoming. I tightened up the oil pan and valve covers and that helped a lot. It still leaked some but not enough to stop and we didn't overheat.



When you're having a really great time, you hate to see it end. But the Monterey weekend doesn't last forever. And neither does your cash. That's when you know it's time to pack up and head home.

### POCONO OR BUST

We were having such a great time and some of the guys who flew in were also going back to SAAC-40 at Pocono the following weekend. I told Dave that maybe I'd just drive there, too. It would make it a trifecta of Shelby events: the 30th NorCal Mini-Nats, the 50th GT350 Anniversary at Monterey and the 40th SAAC convention. It started out as kind of a fluke; why risk trying to go to SAAC-40 after such an amazing trip? We would have to hot-foot it across the country to get there by Friday afternoon.

Was I setting us up for a big let-down after experiencing such a monumental peak? Leslie was supportive and immediately agreed to go. Originally she had hoped to find somewhere to catch a flight back to

Virginia. Taking the northern route looked best. I didn't want to take Leslie through the desert in the heat and it looked like by heading north the weather would be okay. Having Leslie ride with me was a big help. She didn't want to drive but she took care of almost everything else. We decided to head for Pocono and left on Monday to cross the mountains at Ebbetts Pass and go into South Lake Tahoe. It was a beautiful ride through the pass and we had dinner in South Lake Tahoe.



The tachometer wasn't working before the trip began and there wasn't time to repair it. Little did I realize that it would be in almost every picture.

After dinner we headed on to Fernley, Nevada since we'd need to make some big miles each day in order to get to Pocono by Friday afternoon.

So that's exactly what we did. Fernley to Evanston, Wyoming on Tuesday; then Evanston to Lincoln, Nebraska on Wednesday. We made about 800 miles. On Thursday we did almost 900 miles so that we were only 322 miles from Pocono for Friday's



The oil pan gasket developed a minor leak but a little tightening was all that was needed.







We made Pocono around 1 p.m. and, as you can imagine, were very tired. I still couldn't believe we had done this, but I felt we could have kept going! We hung out at the track with Dave and enjoyed the races. Leslie got us a room not too far away and we left right after the Shelby race in Friday. I planned to meet Dave at the evening program but Leslie was too tired to go with me. After we had dinner she settled in and I headed to the Kalahari. The evening program was great and the only disappointment was Oscar Koveleski's early departure because his wife was not feeling well. When Rick found out that I had just gotten in from Monterey he mentioned the trip and asked me to come up to the podium. A 7,000+ drive in a '66 GT350 is a rare feat today. Oscar had provided one of his new slot car sets and it was presented to me in recognition

of my recent trifecta trip.

Peter Brock's talk was very emotional and moving. Rick gave a history of how SAAC started and how it evolved through the early years. It was right on point and brought many memories to mind because I was there for a lot of it. I had picked up 6S336 at SAAC-4 in Downingtown and was even a SAAC Rep in New York for a while. After relocating to Virginia I dropped out of the club because a new job and a growing family took all my time and funds. I kept the cars and always planned to get involved with the club again and now that I'm retired I'll be able to do that.

I had a chance to have a long talk with Chuck Cantwell on Saturday and that was a wonderful experience! There were so many individual things that made this trip special it's hard to list them all. Taken together, I can't

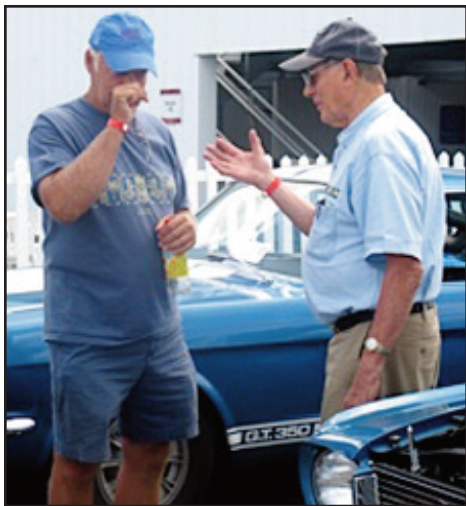


Last fill-up of the trip was in Ashland, Virginia. Only about 90 miles from home. 90 miles? That's nothing! A cross-country trip distorts your sense of time and distance.

imagine that anything could top it. We left on Saturday afternoon after the car show and arrived home about 11 p.m. The odometer told the story: 6S336 traveled 7,582 miles in three weeks without a hiccup. I drove it all and my leg felt great afterward.

### EPILOGUE

Now that it's behind me, I consider this trip a great accomplishment and I don't think it's likely to be repeated as very few owners seem to be driving their GT350s any great distances. I plan on driving mine plenty and think it's the very best way to enjoy these wonderful pieces of automotive history. I think they are one of the most significant American cars of all time. One of the Shelby's goal was to provide some competition for Corvette. From 1965 to 1967, GT350s dominated B/Production. I only wish more people were driving them. And what about the five-speed? I think I'll keep it in so I can drive it long distances again. Carroll Shelby wouldn't have wanted it any other way.



No amount of complaining, arguing or pleading by Kilinski could convince Chuck Cantwell to consider accepting a warranty claim for leaking oil pan gaskets on 6S336.









# A Trip To Monterey

Planning for the 2015 edition of the Rolex Monterey Motorsports Reunion probably began before the 2013 event ended. It was a tribute to the Cobra; it had been fifty years since the original Cobra was completed. Both Ford and Shelby American pulled out all the stops to make the event hard to forget. Before the last Cobra left the track some people were asking, what about in two years, when it would be the 50th anniversary of the GT350? It was almost a no-brainer. Shelbys were exciting cars with a large and enthusiastic following. The 2013 event had a special, all-Cobra race where forty snarling snakes shared the track's 2.238-mile ribbon of asphalt. Did anyone doubt it would be possible to attract forty GT350s for an intramural race? Did Shelby have a Texas accent?

We weren't there, and we couldn't convince anyone who was to file a report about the weekend. So we did the next best thing: we dragooned a couple of SAAC members who were all over the Monterey Peninsula into sharing some of the pictures they took with us...and, hence, with you. Think of this as a scrapbook of the Monterey weekend. Thanks to Bob McClurg and Bill Fulk for sharing their pixels.





























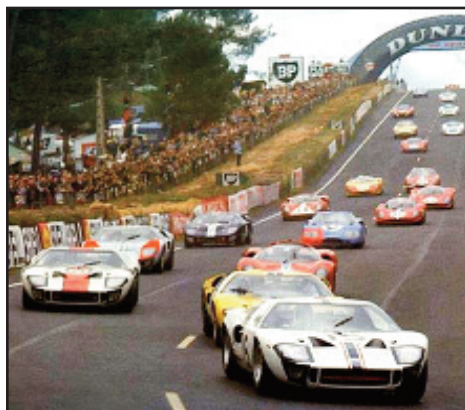
# Standing History on its poof

## Corporate Ineptitude on Display at Monterey

– Rick Kopec

The “Tire Photo” taken at each year’s Monterey Historics weekend dates back to the 1970s when *Road & Track* magazine rented a cherry-picker so they could have their photographer take a high-angle group shot of cars representing the weekend’s honored marque. If Ferrari, for example, was recognized as the honored marque that year, all of the Ferraris competing in the historics were positioned on the short straight (between Turns 3 and 4) just ahead of the Michelin Tire foot bridge. [Note: the bridge was not always named after Michelin tires; previous sponsors were, among others, Cooper and Bridgestone. The tire theme was an attempt to replicate Le Mans’ iconic Dunlop Bridge, first constructed at that track in 1935.]

The significance of being named Monterey Historic’s honored marque is not lost on any manufacturer; they are always alert for photo opportunities and additional publicity, especially at a high visibility event like Monterey, and most especially when they have a new product that directly relates to some part of the event. Once selected, they typically send some of the special cars kept in their museum



or private collection to be displayed throughout the weekend – and sometimes driven in demonstration laps by drivers who had piloted them back in the day. It’s all part of the show. These rare and historic jewels are placed prominently in the front of the tire photo, befitting their status. Behind them are row after row of the vintage racers representing that marque. A special parking area is also set up during the weekend for spectators who drive cars representing the honored marque. If additional cars were needed to fill out the photo, some of these cars can be invited and owners are directed to park them at the very back of the group.

Once the photographer is in the cherry picker’s bucket, car owners are moved behind it so the photo can be taken of the cars without any human distractions. In some years owners moved back into the picture to stand near their cars for a second photo. It all takes a lot more time to accomplish than it takes to read about it, here. *Road & Track* used the photo in their Monterey Historics event coverage and some years sent enlargements to those whose cars were in the photo.

This photo shoot quickly became something of a tradition during the Historics. The break in on-track activities at noon on Wednesday was recognized as the time to get the cars into position for the annual “Tire Photo.” Announcements were not necessary; everyone who had entered an honored marque car was aware of the timing.

More recently, the cherry picker was replaced with a larger hydraulic lift platform used by contractors for high work on ceilings and beneath bridges. A handful of photographers could gain the elevation necessary for unique photos, and getting on to the platform took some doing. It was not what you knew but who you knew.



The “Tire Photo” has come to be an important piece of the Monterey Motorsports Reunion. Every year this photo brings all of the cars of the featured marque together at one time. With so many cars scattered all over the track’s infield, it’s not possible to inspect each one closely over the weekend. Neither is it possible to do each car justice when they are part of a large group positioned for a photograph, but the sense of just being there among them is part of what gives this event the cachet it has acquired.



This year the GT350 was chosen as the honored marque to commemorate its 50th anniversary. Being named the honored marque at this event isn't the result of having your name drawn out of a hat. It is, first and foremost, a unique marketing opportunity for a manufacturer who pays a princely sum for the "honor." Exactly how much is a closely guarded secret, but suffice it to say that you won't be seeing a Smart Car garner this distinction in your lifetime.

Ford, of course, had an ulterior motive in stepping into the honored marque spotlight. They were unveiling a new 2015 Mustang GT350 model which they had designated the GT350R. It was a state-of-the-art, outside-the-envelope, smashmouth performance car that is sure to cause Z-28 Camaros and Chrysler Hellcats to whimper and cower in their garages. The Monterey Motorsports Reunion was the ideal venue to plug this car. FoMoCo's marketing wizards understood that the company was in business to sell new cars, not to promote fifty-year old antiques that would, with additional publicity, only enrich their present owners in the event they wished to sell them. Ford would not profit one whit. Like most other manufacturers, Ford didn't think twice about standing on the shoulders of the original Shelby GT350s in order to beat the drum for their new car. Manipulating the Tire Photo would be just one example.

A couple of Ford's junior varsity PR whiz kids were assigned to organize the tire photo op. Stands to reason: it's not a job for a marketing vice president. The original concept was to position all forty of the vintage racers entered the special all-GT350 race in the shot with the Michelin Tire bridge in the background. A pair of prototype 2016 GT350Rs would be positioned prominently up front. To underscore the historical connection between these new cars and the original GT350s, there were four GT350 factory R-Models at the event, two of which were entered in the GT350 race. They should have been parked in the very first row to show the direct con-



Race cars line up in the pits. As soon as the first ones were started and made some noise, all the others quickly followed suit.



All lined up, it was "hurry up and wait" until someone, who really wasn't sure of what to do, started giving directions.



The two R-Models (5R103 on the left and 5R098 on the right) were two cars with actual 1960s racing history. They were parked so far back they were practically in another zip code.



With owners safely out of the picture the photographers could get down to business.

nection between the original racers and the new cars after which they were named. There were also a handful of GT350s with actual race history from the 1960s, when they were in the hands of independent racers, and they should have been behind the row of R-Models.

The rest of the field would be made up of GT350 street cars, turned out with competition options so they could be vintage raced. To the unschooled they might have looked like original R-Models, but with 36 of those cars built originally – and about 29 remaining – the difference was significant. Additionally, there were a few Mustang fastbacks in the field dressed up as Shelby racers, but these cars were based on little more than the desire of their owners to participate in the vintage racing phenomena.

Organizing a photo op like this takes a great deal of thought and advanced planning because there is only one chance to get it right. There are no do-overs or rewind button. The track is available for a specific time frame and once the cars are moved into place they cannot be jockeyed around and rearranged. And this is where the Ford PR flacks tripped on their shoelaces.

The time of the shoot was made known in advance and for competitors, getting their car into this picture was one of the must-do things of the weekend. When the time came to assemble the cars on the track it was like a school of fish; once one began turning the others all quickly followed suit. The cars had to be driven counter-race direction on the track. They entered where the race cars normally exited into the paddock and drove up the Corkscrew and around the back of the track, coming to a stop on the far side of the Michelin Bridge.

Due to a lack of organization at the start, owners of non-race GT350s quickly saw an opportunity to get their cars into the picture. Out in the GT350 parking corral, adjacent to the paddock, there was something of a bum's rush as astute GT350 owners realized there was no one in charge and no system to separate vintage race cars from all the others. They





5R103, originally driven by Walt Hane; the car finished fourth in B/P in the 1965 ARRC at Daytona and Hane qualified for the 1966 ARRC at Riverside where he finished 1st. Today the car is owned by Ross Myers of Perkiomenville, Pennsylvania and is restored to the way it was raced in 1966 at the SCCA national run-offs.

drove their cars through the paddock confusion and joined the conga line. Instead of the forty cars that filled the special vintage GT350 field, there were almost sixty GT350s lined up to be in the photo. One uninvited gate-crasher was a black 1965 resto-mod Mustang convertible. Its owner could not be deterred by the owners of GT350s near by and there was no track official within shouting distance, so the car was left where it was, in the very back.

Two of the genuine R-Models in attendance (5R002 and 5R535) made it into the front row. The other two were lost in the sea of white-and-blue-striped cars and ended up at the very back. Track officials were adamant about not driving on the dirt on either side of the track, so there was no way they could be driven up to the front row.

The original R-Models were the cars directly responsible for the current level of excitement, adulation and name recognition that allowed Ford to create a special model, some fifty years later, named after them. It only made sense that special attention would be paid to have all four competition cars up at the very front of the picture.

It didn't turn out that way, and the situation seemed to spotlight the lack of history that Ford's junior PR men had. Former R-Model owner and one

of the top early GT350 experts in the country, Craig Conley, attempted to patiently explain what was going wrong and to educate these thirty-something know-nothings about the historical significance of the four R-

Models, 5R002 – the first factory competition prototype, 5R103 – the former 1966 SCCA B/P National Champion, 5R098 – the Essex Wire race car which has been almost continually vintage raced since 1989 and 5R535 – one of five cars raced in Peru in the late 1960s. Two of them were parked as far back as they could be and still be in the picture. They should have been up in the front row, illustrating the direct connection between the fifty years that separated them from the newest generation of GT350s.

As Conley explained all this to them, he saw a brief spark of acknowledgement in their eyes but it was quickly extinguished as they realized they had totally lost control of the situation and with the time constraints they were under, there was no way it could be corrected. The two R-Models would have to stay where they were. History had been stood on its head by the basic incompetence of a pair of junior level drones. Once the picture was taken and their mission was accom-



Nature abhors a vacuum. No sooner were the pair of 2016 GT350Rs driven away when the two tribute GT350R2s took their place for another rendition of the Tire Photo.



plished, they quickly disappeared along with the two GT350R prototypes (inexplicably painted red and yellow –

another example of turning their back on history).

Before the 60-odd GT350s could be

dispersed, another photo opportunity was seized. A pair of “GT350R2” cars, tributes built last year on Mustang fastback unibodies by former Shelby American mechanic Jim Marietta and other Shelby employees from the Venice days, and built to Peter Brock’s reimagined R-Model specifications, were deftly parked up front, replacing Ford’s prototypes. More photos were taken, demonstrating that you never want to waste a once-in-a-lifetime photo op like this.

As the GT350s were being driven off and heading back to the paddock or parking corral, about a dozen owners of cars with real 1960s racing history were slow-walking and shuffling their feet. They were determined to make a statement, as futile as it might be at this point, to gather these cars together for one final photograph which would capture the essence of GT350 racing history fifty years later. Once a few photos were taken they blended back into this year’s Monterey Motorsports Reunion spectacle.



Red and yellow? Seriously? Nowhere was it demonstrated that Ford lost sight of a historical perspective than by the color choice of the R-Models they brought. They could have specified any colors. Anyone ever heard of...white? With twin blue stripes?





# R-MODEL MUDDLE

Always on the alert for anything Shelby-related, and especially vigilant for anything R-Model, we came across a Ford press release dated April 28, 2015 announcing that they would be producing a limited run of 100 2015 Shelby GT350s to commemorate the GT350's 50th anniversary. They would also be releasing 37 special GT350R models to pay homage to the original 1965 Shelby factory competition version of the GT350. The R-Models were promised to be ultra-high performance cars without rear seats, air conditioning and other amenities. They would be 130 lbs. lighter than a comparable Mustang and were likely to be the quickest and most responsive Mustangs Ford has ever built.

Once the initial wave of euphoria subsided, we were left staring at the number "37." SAAC's newest registry, printed in 2011, pinned the number of R-Models at 36. We recalled that we had counted the number of R-Models in SAAC's 1987 Registry (28 years ago) as 37. We immediately called the 1965-1966 GT350 Registrar, Howard Pardee, to see if he remembered it the same as we did. After all, he is the Grand Master where these cars are concerned. Pardee recalled that the 37 number was based on factory documents we had discovered in Shelby American's attic between 1985 and that book's publication date of 1987. Work orders, shipping invoices and sales invoices for the competition versions showed that two prototypes were built initially (5R001 and 5R002), followed by three batches of cars from the San Jose assembly plant: 15 units, 5 units, and 15 units. The math was pretty straight-forward:  $2 + 15 + 5 + 15 = 37$ .

However, between the 1987 Registry and the 1997 edition, more factory documents were found including the "Holy Grail" of 1965 GT350 production, a hand-written ledger containing every Shelby serial number



and the correlating Ford VINs (along with the dates they started and finished production) for every car. We used this list to verify which cars were built into R-Models (there had previously not been any questions, but having the Ford VINs provided absolute, irrefutable proof).

We began to attach Ford numbers to the cars in these three batches: 5R094 - 5R108, 5R209 - 5R213 and 5R537 - 5R540 and pretty quickly we discovered that we were one car short. The numbers no longer added up to 37:  $2 + 15 + 5 + 14 = 36$ . After double- and triple-checking both the Shelby and Ford numbers to the point of being bleary-eyed, we were at a loss to explain the missing car.

The problem was in the final batch of R-Models. There were fifteen Ford VINs but only fourteen Shelby numbers. We poured over the ledger and found the discrepancy. Keep in mind that the Mustangs ordered by Shelby American were built as "knock-downs" – the term used at the assembly plant for a car that had some parts purposely left off during production. We all know that Shelybs left San Jose

without hoods, rear seats and exhaust systems. Additionally, cars earmarked to be competition models had no sound deadener, upholstery, carpeting, side and rear windows or side vents. Once these cars were delivered to Shelby American, they were parked outside the race shop in a long row, and were not brought inside to be completed as a finished R-Model until an order was received.

It is also important to look at the timeline. The last batch of yet-to-be-finished R-Models was shipped to Shelby American in late May 1965. The second batch were being completed through the next few months, but sales had slowed noticeably. Work on some of the cars in the third batch didn't begin until October and November, and by this time the last cars from the second batch were completed.

Aside from a pair of third batch cars completed prior to the first of 1966, all of the remaining cars (with the exception of two) were finished between January and July of 1966. The last two shipped were in March 1967 (to Canada) and April 1967 (to Belgium).



One car, 5R537, was not completed to R-Model specifications. Sometime before May of 1965, this car received prototype sections of a 1967 Mustang chassis which would accommodate a big block engine. A lightweight GT40 MK II 427 engine was installed along with a top-loader four-speed and the car was used as a test mule for the new GT500. It was track-tested by Chuck Cantwell at Willow Springs in May or June of 1966. It was also sent to Ford in Michigan where it was the second fastest car to lap their handling track (the only car faster was a GT40 MK II driven by Dan Gurney).

Orders for new R-Models had just about dried up by the middle of 1966, proving how astute Shelby American was in knowing how many R-Models to build. After 5R537 was returned to Shelby American the engine and transmission were removed and the car sat in a corner until it was purchased by a unidentified Shelby American mechanic as a roller in August 1967. This was about the time that Shelby American's lease on the two North American hangars was expiring. Production of 1968 models would be moving to Michigan and the race shop was moved to Torrance, California.

Even though 5R537 had not be completed to full R-Model specifications, it had received an R-Model Shelby VIN. This still left 36 cars accounted for but according to the

Shelby American ledger, 37 Ford VINs were listed as being intended for competition cars and delivered in competition knock-down specifications. However, only 36 cars were recorded as having been converted into R-Models. According to the ledger, the Ford number of the "missing" R-Model was built into 6S800. The plot was thickening.

Ownership of 6S800 was reported to the registrar by an owner in Japan, Takahiro Ishii. However, the Ford VIN he provided was a 6R09K number, not the 5R09K number for the unbuilt R-Model. To make the matter even murkier, the 1966 Ford VIN claimed by Ishii had been, according to the ledger, used to build 6S791. This car was owned by Ken Nelson who has had the car since 1971 and has put over 200k miles on it. Neither he or Ishii have been able to provide the VIN from their car's engine block. It is possible that the engine originally in 6S791 could now be in 6S800. At this point it is part of the mystery.

Factory records show that 6S800 was originally purchased by Ray Wolff, who worked as the sales manager at Hi-Performance Motors and was also an SCCA racer. He paid by check – \$208 – on 9/1/67. Wolff passed away some time ago and apparently the details of 6S800 went with him. You have to wonder what he could have received for \$208, even in September of 1967 when Shelby American's hangars

probably resembled an "everything must go" clearance sale. What is clear – or as clear as it is likely to be at this point – is that the chassis purchased by Wolff carried one of the Ford VINs that had originally been allocated to build a GT350 competition car. Obviously that car was never built, and it represents the discrepancy between 37 Ford VINs of cars that were intended to be built into R-Models and the 36 cars which actually were made into R-Models.

Where does this leave Ford, today, having built one additional GT350R "tribute car"? If they were playing solely to an audience of Shelby fanatics it would probably leave them with a black eye as far as history goes. However, fifty years after the fact there aren't likely to be many lemon-suckers in the crowd. There probably aren't any Ford employees around today who have any first-hand knowledge or experience from having been there in 1965. Someone tasked with researching the actual number of R-Models built in 1965 probably got hold of a book which used the 1987 Registry's figure of 37. Once they found that, there didn't seem like any reason to keep looking.

The bottom line: 37 becomes the magical number, and one additional owner will get a 2015 GT350R. But you know the *real* story.







Nigel Harniman photos.

# 6 COUPES

– Rick Kopec

Just when you thought it was safe to assume that 2015 would be the year of the GT350, along comes Charles Gordon-Lennox, Earl of March and Kinrara. Lord March, a British aristocrat, is the founder of the Goodwood Festival of Speed and the Goodwood Revival. He is also President of the British Automobile Racing Club, honorary member of the British Racing Drivers Club and, some would say, the Patron Saint of British Vintage Racing. For this year's Revival he invited

all six of the original Cobra Daytona Coupes – and thereby sucked all of the oxygen out of the vintage racing world.

Every year at Goodwood, Lord March and the other event organizers find a way to make headlines by attracting some of the most iconic cars in automotive racing history. All six Cobra Daytona Coupes, together for the first time ever, would be quite a feat for this year's event. It would commemorate the 50th Anniversary of Shelby American's Cobra winning the

World Manufacturers Championship. No sooner was it announced that all six Coupes would be together than doubts it would happen were being whispered. Five of the cars were on board, their owners ponying up their individual transportation costs. The lone holdout was Dr. Fred Simeone, and after some serious back-and-forth phone calls between England and Philadelphia he relented. There would, after all, be six original Daytona Coupes at the Goodwood Revival.

## The Photo Opportunity of a Lifetime





The three-day Goodwood Festival of Speed, held in late June or early July, attracts 150,000 spectators and has grown to include several events in addition to the hillclimb, in which all types of historical as well as current racing vehicles are timed as they make their assaults up Lord March's driveway.

The "driveway" is more like a portion of a race track, lined with large hay bales and where spectators are allowed very close to the road, making it an especially popular event for photographers. Until a few years ago, Formula 1 cars were included in the competition, but as their speeds increased it was felt they were going too fast to be safe. They are still invited, but only to make exhibition runs. The event is a racing museum come to life with invitations going out to every conceivable type of race car. The event often reunites famous car and driver combinations.

The event also hosts a high level concours d'elegance called the Cartier Style at Luxe, a manufacturer's display area and the Supercar Run where current road-going performance cars

make timed exhibition runs. One of the highlights of every event is the oversized Jerry Judah sculpture on the lawn in front of the Goodwood House. Each year it incorporates rare race cars and is one of the highlights of the weekend.

The "other" Goodwood event is the Revival, a three-day vintage race weekend held every September since 1988 at the Goodwood Circuit. It includes race cars and motorcycles that competed between 1948 and 1966. Lord March owns the track and most spectators dress in period clothes. The restored circuit is unchanged from the 1950s and 1960s when it hosted some of England's most famous racing events. The Revival also hosts antique military vehicles and aircraft which add to the period look and feel. British Spitfires flying overhead have a sound all their own.

There are always a number of Cobras in attendance at Goodwood. They

are one of the more popular cars on the track but they are also joined by historic Jaguars, Aston Martins, Ferraris, Maseratis, Lotus and Porsches. This year, however, they all took a back seat to the six Cobra Daytona Coupes. Adding to the time machine quality of the event, a replica of the 1965 Sebring pits was constructed and the Coupes promptly took up residence there for the weekend.

The Goodwood Revival is noted for attracting a wide variety of historic race cars, but this year there was no question that the Cobra Coupes were the center of attention. There were probably several reasons for this. It was the first time all six cars have ever been together. Even at the factory in 1965, some were racing in Europe and some were held as back-up cars, either in the U.S. or in Europe. Today, all of the cars have been stunningly restored to 1965 specifications, with the exception of the first one, CSX2287.







The first Coupe's owner, Dr. Fred Simeone, places a high value on cars that are in "as-last-raced" condition and they form the basis of his collection. CSX2287's last race was LeMans in 1965. Following that, it set records on the Bonneville Salt Flats. The car was then restored at Shelby's and purchased by Jim Russell of Russkit. He had a slot car made and used the restored coupe to visit slot car dealers and meets to promote his models. After two years of driving it on the street he sold the car to put his two daughters through college. The car was purchased by songwriter and music producer Phil Spector who

drove it on the streets of Los Angeles. After collecting a large number of moving violations his lawyer convinced him to sell the now deteriorating car. It subsequently disappeared for twenty-five years under bizarre circumstances. Even though the car is hardly in "as-last-raced" condition, Simeone is apparently struggling with the temptation to restore it.

Not content to just have all of the Coupes there, Lord March also invited the car's designer, Peter Brock. Coupe drivers Allen Grant and Jack Sears were also on hand. The cars participated in exhibition laps and provided photo opportunities throughout the

#### THE COUPES AT GOODWOOD

CSX2287 - no number

Fred Simeone, Philadelphia, PA

CSX2286 - #9

Rob Walton, Scottsdale, AZ

CSX2299 - #13

Larry Miller Museum, Tooele, UT

CSX2300 - #16

Daniela Ellerbrock, Switzerland

CSX2601 - #12

Luis Perez Companac, Argentina

CSX2602 - #26

Kazuo Maruyama, Tokyo, Japan

entire weekend. It will be a hard act for Lord March to follow next year.



CSX2286



## PETER BROCK: AUTOMOTIVE RENAISSANCE MAN

When Peter Brock designed the Daytona Coupe he was only twenty-eight years old. As soon as Ken Miles tested the car at Riverside it was immediately evident his design was successful – even to Shelby American's fabricators and mechanics who had been skeptical as that first car was going together. Behind his back, the car was called "Brock's Folly."

The car's first race at Daytona turned those frowns upside down. The Coupe, along with a few Cobra roadsters, were campaigned at FIA endurance races in Europe and came within a whisker of beating Ferrari. In fact, Cobra would have, had not Old Man Ferrari's sleight of hand with the Auto Club d'Italia. They allowed his 250 LM prototypes to run in the GT class at Monza. The cars had been banned by the FIA because not enough examples had been built. As a result, the FIA revoked their sanction of FIA points from the event, essentially eliminating any chance that the Daytona (or anyone else) could win any points. Ferrari won in 1964 by default. The following year, 1965, the Cobra Team was back and on July 4th they won the World Manufacturers Championship' GT Class.

Brock immediately started designing a slick Coupe body for the new 427 Cobra. Politics entered the picture and the project was stillborn. He left Shelby American shortly thereafter and struck out on his own. If he had the feeling that he had peaked too soon, that was understandable. He went on to campaign a team of Datsuns in the Trans-Am Under

2-Liter series, winning so convincingly that within two years the major competitors BMW and Alfa Romeo dropped out entirely. Interest in the series subsequently waned and the SCCA cancelled it. As satisfying as that was, it didn't come close to the Daytona Coupe and the World manufacturers Championship.

After that, Brock went on to complete a number of projects in diverse areas. He built hang gliders that won the world cross country hang glider championships six out of seven years. The U.S. Hang Glider Association banned his last design, a foot-launched, three-axis controlled, pilot-enclosed sailplane because it was too fast and virtually eliminated any chance of the competition winning. They flew at altitudes of 15,000 feet and covered 300 miles. Brock was also responsible for the design of the Shelby Can-Am spec racer in the late 1980s. He consulted in the restoration of a number of cars he was associated with as their value increased and their historical importance was recognized. He consulted with Superformance in South Africa in redesigning the Daytona Coupes they were constructing. Most recently he was involved in the reimagination of the 1965 GT350 R-Model prototype. And he is currently responsible for the design and manufacture of the Aerovault trailer – an aerodynamic enclosed single-car transporter. All this since leaving Shelby American in 1966.

Along the way he wrote the definitive book on the history of the Daytona Coupes which was highly acclaimed and is now out of print. When copies currently change hands they do so for upwards of \$1,000.

Brock has continued to maintain an intense interest in the Coupes, and follows the history and chain of ownership of each one. He has always found time to answer owner's questions and is one of the most accessible people ever connected to the Cobras. He attends numerous automotive gatherings each year, often serving as a guest speaker, and enjoys talking with everyone he meets, taking time to answer questions or discuss the finer points of his experiences over the years. He is as close as it gets to bring a genuine automotive Renaissance Man.

Being reunited with all six Daytona Coupes at Goodwood had to be one of the crowning experiences of his life, especially coming some fifty years after he might have thought his Daytona Coupe association had peaked in 1965. After all, how much better could it get than designing the only American GT sports car ever to win the World Manufacturers Championship.

After that happened, Peter Brock did not retire to lay back on the beach, sipping from a drink with a small umbrella in it. He continued to find challenges to triumph over. You might half expect to see a Peter Brock high energy drink because we don't know how else he is able to keep so busy.

Peter Brock is approaching 80 years old, although he neither looks it or acts like it. The 2015 Goodwood Revival was intended to be a tribute to the Daytona Coupe but it was actually a tribute to Peter Brock.







The Daytona Coupes were not the only cars to capture Peter Brock's attention at Goodwood. He discovered a replica of the Maserati Typo 151/3 with a Drogo body. This car had similar lines to the Daytona but, according to Brock, was slipperier. It was, he said, what the Daytona should have looked like but he was prohibited by the FIA rules at the time. *"When the Daytona Coupe went through tech at LeMans," Brock recalls, "the French FIA inspectors interpreted their rule differently than it had been written and the Drogo Maserati was allowed to compete."* It was subsequently destroyed in a crash at LeMans in 1964, pretty much ending Maserati's racing activities.

In 1962, Maserati built a coupe designed by Giulio Alfieri to comply with the FIA's new endurance racing rules. The rules were written to allow smaller manufacturers to compete against the larger and more well established manufacturers, like Ferrari,



who had dominated the class year after year, making it impossible for the smaller builders to compete.

Maserati's coupe was called the Typo 151/1 and its design and construction was backed financially by Maserati importers Briggs Cunningham in the U.S. and Johnny Simone in France. Three cars were built. The covered headlights, teardrop cabin and Kamm-back tail were all hallmarks of what were thought of, in the early 1960s, as cutting edge aerodynamic treatments. The car pictured [below, left] is the third car built, originally sold to Cunningham (who got two of the three). It is pictured at Riverside in 1963 with Goodyear rep Fred Gamble [note the Cobra team jacket].

For 1964, Maserati's factory team revised the Typo 151/2 (an update of the 151/1 for 1963) using a unique body design by Pietro Drogo. Jokingly called the "racing van" because of its flat roof and cut-off Kamm-back rear treatment. The car also had flush-mounted side windows.

Interestingly, both Brock and Drogo were working with the same basic design, at the same time, unbeknownst to each other.





# THE LONG ROAD BACK

– Jeff Burgy

Well, race fans, it's been fifty years, but Ford is finally planning a new assault on LeMans:

## We're Back!

( <https://www.youtube.com/watch?v=nVa4mlFZEmM> )

In June of 2015, much to the delight of Ford performance enthusiasts around the world, Ford announced that they would be returning to the track with an all new Ford GT. They might not repeat the incredible feat of the magical 1-2-3 finish of 1966, or the amazing repeat wins in 1967, 1968, and 1969, but they would make the 2016 running of the 24 Heures du Mans a most memorable event.

Back in the sixties “Hank the Deuce” (more formally known as Henry Ford II, Ford’s CEO, the oldest son of Edsel Ford and oldest grandson of Henry Ford), was interested in purchasing Ferrari. After being rebuffed by Enzo Ferrari, he directed Ford to work with Carroll Shelby and Lola’s Eric Broadley to create a race car that was capable of competing with the world’s finest endurance racers. If he could not buy Ferrari he was determined to beat them on the race track.

Ford’s endurance racer, the Ford GT40, proved itself on tracks around the world and, in June 1966, three of these beauties crossed the finish line at LeMans providing a most glorious moment for Ford. A small number of these cars were made available in modified form as “street” cars. They were really just barely “streetable” – the front fenders were raised to meet headlight height requirements, the rear end extended to allow minimal space for luggage, and 289 Hi-Po engines were specified instead of



The GT40s which won LeMans in 1966 were the same basic shape as the cars which preceded them but they were powered by 427 NASCAR engines and were necessarily heavier, with larger brakes and roll cages. These cars, by virtue of their LeMans publicity, are probably the most recognizable. Only eleven Mk IIs were built.



Although a number of original Mk Is were sold as “road cars” they had minimal passenger comforts. A separate “street” model, the Mk III, was offered to rectify this but at \$18,000 (when the sticker-price of a loaded Corvette was \$6,000) it was a tough sell. Only 7 were produced.

NASCAR-style 427 race engines. They were noisy and hot, cramped for space with no air-conditioning or real windows but, for hard-core enthusiasts,

they were the answer to a dream. The original GT40 evolved into four specific GT40 models: Mk I, Mk II, Mk III and Mk IV.





A major manufacturer undertaking production of a limited production super car is a bold move. Ford's 2005-2006 GT was a hit right out of the box. The \$140,000 list price didn't scare too many buyers away and dealers were not bashful about demanding \$20,000 or higher premiums, just because they could. Every one of the 4,038 cars produced was quickly sold. Secondary market prices soared to the point where, ten years later, they had doubled.

In preparation for Ford's Centennial Celebration in 2003, Ford executives decided to do an updated version of the Ford GT40. This time around it would be a car designed for the street instead of the race track. They wisely selected this plan to develop a "Halo

car" like the Ford GT instead of that abominable appliance that some execs wanted, the Ford "Forty-Niner" passenger car. Shown in concept form at the 2002 Detroit International Automobile Show, the new GT40 was a screaming hit. Three "production in-



Because every Ford GT team was independent, the livery of each team's cars was unique. Where the original Ford GT40 race cars were campaigned, the factory cars carried similar graphics (except for colors). The 2005-2006 competition cars were each a reflection of their team and sponsors. There was still no question they were Ford GTs.

tent" models, one each in Red, White, and Blue, were presented to the public in June 2003 at Ford's Centennial Celebration in Dearborn to prove the company was serious. The new Ford GT was designed as a street car, with a supercharged V-8, air conditioning, and power windows and locks. Its appearance wisely paid homage to the original GT40s of the 60s.

Although the enthusiast public clamored for it, Ford did not develop or sponsor a "race" version of the 2005-6 Ford GT. A few independent racers created their own versions of the car in race form and, despite a distinct lack of sponsorship from Ford, they made some pretty good showings on the international road racing scene. However, nothing approached the track dominance of the original GT40s of the 1960s.

For 2016, Ford again turned the world upside down, announcing a new, ultra high-tech Ford GT that will be available in both "street" and "racing" trim. The car will make its racing debut at the Rolex 24 at Daytona International Speedway on January 30-31, 2016. Ford unveiled the 2016 Ford GT to a stunned audience at the Detroit International Automobile Show in January, 2015. Although there had been a few rumors about the project, which had leaked out and spurred hopes among enthusiasts, everyone was caught flat-footed by the introduction of the incredibly stealthy-looking Liquid Blue Ford GT prototype that overwhelmed everyone who saw it at the Detroit Auto Show.

The rest of the manufacturers at the Detroit show, touting their new cars, may as well not even have been there at all. Ford's surprise was light years ahead of everyone else. Although the car's body shape is very modern, sensuous and functional, the powertrain is actually tried-and-true, growing out of Ford's Daytona Prototype Ganassi racing program.

The cars will be built at Multimatic in Canada; they have been building race cars for Ford for a number of years. Some enthusiasts expressed disappointment by the V6 powertrain sporting twin turbos, thinking the new car should properly





have a throaty V-8. However, this EcoBoost V-6 racing engine puts out over 600 hp (a little more power than the '05-06 GTs had) and reportedly can handle 700-plus horsepower without a lot of modifications. The bad news is, Ford only plans to build 450 of these bottlerockets, and there are probably a thousand enthusiasts out there who would like to have one.

#### GT ALLOCATION

At the Ford GT Rally 10 in Dearborn in August (the SAAC convention equivalent for Ford GT owners), Raj Nair, Ford's Group Vice President and Chief Technical Officer, announced Ford's allocation plans for the new 2017 Ford GT. Instead of allocating them to specific Ford dealers, they will take the novel approach of allocating cars to individual enthusiasts. If you want a new Ford GT, you apply to Ford directly, where each application will be scrutinized and prioritized. The word is that current GT owners and loyal Ford customers will be given top pri-

The exterior of the race version doesn't look that different from the street version — which shows how much of a race car the “street” version really is. Ford's team will be running the full schedule of FIA endurance events in 2016 so you will be seeing and hearing a lot about these cars.



ority. It is anticipated that this process should eliminate some of the frustration and price-gouging common with the introduction of a new high-perfor-

mance, highly desirable, limited production vehicle.

Got you application filled out yet?



# 2015 NorCal Mini-Nats

– Harvey Sherman

Every year since 1983, with a few exceptions, the Northern California region of the Shelby American Automobile Club holds an event they call “Mini-Nats,” their name for a regional convention. The event is usually centered around either the SCCA-owned Thunder Hill road race track, located in Willows, California (about 90 miles north of Sacramento) or Sonoma Raceway (previously known as Sears Point, then Infineon). The event is a three day celebration of the life, the automobiles, and the racing adventures of Carroll Shelby and Shelby American, the company he founded, which is still ongoing.

A car show on Friday is followed by a weekend of road racing, with a little drag racing thrown in for variety. A barbecue at the track Friday night is followed by a banquet on Saturday night, this year at the Embassy Suites in San Rafael, the event headquarters for the weekend.

There was a wine country tour on Saturday afternoon for those who wanted to get away from the track for

a bit. Roughly fifteen cars participated. An assortment of Mustangs and Cobras drove through Sonoma and Napa for a few hours with an ice cream stop in the resort town of Calistoga. Darn good ice cream with optional chocolate hand-dip.

I was lucky enough to find a ride in Don Wollesen’s cherry-red 1967 Shelby GT350, a drivable show car. I’ve known Don since the early 1990s when I joined the club and began babbling about putting Weber carburetors on my small block Cobra. Somebody pointed me towards him for an explanation of what a foolish idea that was. Since then, Don taught me everything I know about hot rodding small block Ford engines (just not everything he knows about it). I’m still asking questions.

I sold my Weber set-up a few months ago for a 50-percent profit over what I paid for it in 1990. The Holley on my car works just great, so everything turned out OK.

Min-Nats weekend usually brings out some auto industry celebrities. De-

signer, racer, driving instructor, race car team owner, manufacturer, author and all-around Renaissance man, Peter Brock flew up from Las Vegas to attend the banquet. Brock’s bio is a book subject in itself, so I won’t attempt to do it justice here. I’ll simply say he was the youngest designer GM hired; he worked on the Corvette Stingray, was the first Shelby American employee – hired as a driving instructor at Shelby’s race car driving school at the Riverside road race track, he designed the World Championship-winning Daytona Coupe and he had a hand in most everything else at Shelby American until 1965. He won an SCCA national championship managing his own Datsun team and dominated the Under-Two-Liter Trans-Am Championship. Need more? Google Peter Brock or BRE – Brock Racing Enterprises.

Alan Grant, a Cobra roadster and Daytona Coupe team driver and employee of Shelby American during the racing Cobras and Mustang days, attended the banquet and shared mem-







ories of what it was like to work there and participate in Shelby American's international championship racing effort. For anyone who cares about this little nook of automobile racing history, this is treasure. So many of these guys have either passed on or have reached an age where getting to one of these meetings is physically difficult.

This year marks is the 50th Anniversary of the Shelby GT350 Mustang, the car that won the SCCA

B-Production National Championship. The event centered around it. So much has been written about this I'll say only a few lesser known words about the origin of the car. In 1965 Lee Iacocca, a Ford executive, father of the Mustang, tried to get the SCCA to accept it for sports car racing. The SCCA turned him down because it had a back seat. The SCCA classified it a sedan, not a sports car. As such it did not meet their criteria for sports car

road racing.

Witness to the event, Peter Brock, chief designer at Shelby American at the time, explained at the banquet that Lee Iacocca called Carroll Shelby to ask what he could do about it. Shelby already had a relationship with Ford, a reputation as a world class race driver, a race team manager, and the man whose idea was to put a Ford V8 into a British sports car. Previously powered by a 6 cylinder AC





Bristol, engine, Shelby named his “new” car the “Cobra” and was tap dancing through the SCCA “A Production” class with it.

Shelby called the SCCA. The result of the conversation was an agreement that if the rear seats of the Mustang were removed, the car produced in a minimum of 100 units by the beginning of the 1965 racing season it would be classified in “B-Production.”

Shelby called Iacocca back and offered to “produce” and sell a two-seat sports car version of the Mustang by replacing the rear seats with a shelf,

modifying the brakes and suspension and offering special racing models for independent racers to compete, primarily against Corvettes. Iacocca agreed to supply Mustangs and it was on!

Shelby American won the SCCA B Production national championship in 1965 with the GT350 and the A Production championship with the Cobra. Shelby American delivered a competition brand lift for the Mustang and transformed Shelby American from a small AC Bristol/Shelby 289 Cobra tuner into a much larger company with a market of thousands instead of hundreds of customers. The company

grew and moved to larger production facilities, hired more employees, and hit the ramp.

All of this was the subject of the evening program remarks, after which a handful of Shelby American employees who participated took the stage to talk about the experience. A slide show entertained the more than one hundred people in attendance. For anybody who cares about this bit of racing history, it was a memorable event.

I enjoy car shows, drag racing, tours, and road racing and have participated in lots of events; but to be honest, they were secondary to the op-





portunity to hear some of the stories from Shelby American's glory days. I drove my Jeep from Seattle to Sonoma after a full day at my real job to be at the banquet. It was worth it.

Northern California's Mini-Nats vary from year to year in both theme and who and what show up. I went every year when I lived in Northern California between 1992 and 2005, when I retired from a high technology career and returned to Seattle. Last year was the first time I attended since.

I have often thought the club could charge admittance to this event. It is that good. But no, club members and non-member participation fees cover

costs and earn enough of a profit to fund most of many club activities though the year. The club wants to keep this event free to the public. I don't know any other place you could attend and see such things presented for free. It's a static and yet rolling racing museum; a mixture of history and current products.

Last year I noticed the road race grids and the paddock were not filled with Ford products. There were a number of Ferraris, Corvettes, MGs, McLarens, Porsches, and even a Jensen Healey race car. Sad I thought, when in previous years you had to apply early to be accepted. In 2014 the club accepted anything safe on a race

track to fill the grids and make sure the event didn't lose money.

This year was different. A higher percentage of the grids were filled with Ford products, Mustang, Shelby, GT40, Cobras of every flavor and version with an odd Ferrari, Corvette, Porsche, or BMW mixed in. Many were late model Shelby or Ford Mustangs, not what you might see at a "vintage" event, but very interesting given the performance of the late model version of these cars, available right off the showroom floor with full warranties. Little modification is needed to make them safe and reliable track cars. For pure fun, modification aren't necessary.



If there was no risk to participating in the open track there wouldn't be much of a reward. At the drivers meeting when they say that things can go bad in the blink of an eye, that's not an exaggeration. Ninety-nine percent of the time the open track is like a Disneyland ride. But that one percent really hurts.



Former Shelby American personnel never seem to tire of attending events like this and meeting the current guardians of "their" cars. Pictured [left to right] are Chuck Cantwell, Bernie Kretschmar, Allen Grant, Perter Brock and Ted Sutton.





*Photos by Harvey Sherman and Bill Fulk.*





These are essentially exhibitions, not races, but nobody goes out there to drive slow—and nobody does. There are breakdowns and incidents and occasionally a crash, though event management does an excellent job of eliminating car-on-car accidents. There are occasional off-road agricultural excursions and bent fenders, cuz guardrails and K-walls are harder. Somebody lost control of a Cobra replica, hit a wall, and busted up the bodywork. A fender, trunk, tire and wheel were sacrificed along with a lot of scraped fiberglass. Nobody was hurt except for pride, maybe. Still, sobering.

I greeted Joe Silva, owner of Cus-

tom Alignment in Mountain View. I hadn't seen Joe since the last time he aligned my car in 2004. He's a world traveler now, working crew for a BMW race team trackside in addition to managing Custom Alignment. Joe Silva, Mustang track car owner, long time Shelby Club member, a bastion of Ford competition changing tires on a BMW. The *HORROR!*

Joe told me business was tough for a few years, as far as keeping his head above water, but it's coming back now. It correlates with the change in the grids and the paddock at Mini-Nats, this year filled with all kinds of Fords.

It's Monday afternoon now. I'm re-

porting from the Marin County townhouse of friends nice enough to put up with me for a few days in return for a bottle of exquisite Washington State cabernet. Tomorrow morning, Tuesday, I'll be driving to Monterey to check in and pick up my crew credentials for the Rolex Monterey Motorsports Reunion at Mazda Raceway (formerly Laguna Seca). The event begins with a staged photo-op of the race cars on the front straight on Wednesday. I'll meet Don in Carmel for the Carmel Concours and Tour, and that will begin the next five days of vintage car culture emersion. Report and photos to follow...



## LA SAAC'S TONY SOUSA CAR SHOW AT THE SANTA MONICA PIER

September 19, 2015. The 11th annual Santa Monica show, put on by the LA SAAC region, is held on the famous Santa Monica Pier. The show has been honoring the memory of Tony Sousa, a '65 GT350 owner who was one of the region's most active members prior to passing away in 2005. He purchased 5S515 in 1987 and in 1994 he drove the car across the country in the Mustangs Across America rally. In 2003 he also drove it to Dearborn for Ford's 100th Anniversary celebration. He drove the car to all west coast conventions and was an inspiration to all LA SAAC members.

It is interesting to note that this show is the only car event held on Santa Monica's famous pier and it is an official city-sponsored event. A source inside the club close to Jay Leno reported that Leno was slated to take possession of a new GT350R and it was suggested that the car be delivered to him at the show. The plan was that Galpin Ford, one of the show's sponsors, was going to have Beau Brockman, one of the dealership's principals, present the car. It would have made a nice focal point if all the planets had been in alignment, but they weren't.

None of the new GT350Rs were available so Ford sent Leno a 2015 street GT350 and drove it to the show and then chatted up the new GT350R. He said he couldn't wait to get his. LA SAAC had an excellent showing of 1965 and 1966 GT350s to commemorate the cars' 50th Anniversary and also to backstop the new car. The GT350s included a pair of back-to-back cars, 5S258 and 5S259. Best of Show was awarded to #5029, one of the three original Carroll Shelby School of High Performance Driving GT350s. It is owned by Bruce Kawaguchi. *Photos by Bob Cassling.*









# COBRA NED

*Ned Scudder is the Cobra Registrar. How did that happen?*

– Rick Kopec



There is no one more important in the Cobra world than the Registrar. He is the compiler of facts who sorts the wheat from the chaff. He is the final word on what is and what isn't. And he is probably the single person most responsible, today, for the Cobra being a genuine blue chip investment in the automotive world. The registrar isn't elected or appointed, consecrated or anointed. According to some people, the registrar is either Yoda, Luke Skywalker or Darth Vader.

A marque like the Cobra can only have one registrar. Imagine if there were two: you don't like what one says about your car so you go to the other one. Daddy says you cannot stay up past your bedtime so you ask Mommy. With the history and provenance of valuable cars, that wouldn't work. The way it does work is that all owners recognize the registrar's authority and, like it or not, agree with it or not, they understand that in the Cobra world there is no higher authority. And that's the way it needs to be.

So, how did the Cobra registrar rise to this lofty position? It didn't happen overnight, and no one bequeathed him a vast treasure trove of information. He collected bits and pieces, here and there, beginning when the cars were only a few years old and not many others who weren't owners cared about them. He slowly assembled a collection of details that took shape as more were added to it. It was

an undertaking he began on his own; he wasn't directed by anyone else, and when he started he had no real idea where it would eventually lead.

Owners come and go but the reg-



istrar remains, rock-steady as a reliable reference source, ready to answer questions and dispense information that he has collected over the past forty-plus years. Cobra owners are fortunate there is such a person who embodies the highest standards of honesty and accuracy because the al-

ternative would be like the wild west. A car's "history" would be whatever its owner said it was. If this was the case, do you think they would be as sought-after and valuable as they are today?

Here's another little-known fact. The Cobra Registrar operates independently of SAAC and any other owner or enthusiast group. SAAC willingly assists the registrar and the registrar shares all of the data he has collected with SAAC, but SAAC neither directs nor controls what the registrar says or does. It's the same with all registrars; they are completely independent and their work product is their own.

Ned Scudder didn't become the Cobra registrar when someone rubbed a brass lamp causing him to appear in a flash of smoke. Like a lot of other Cobra enthusiasts (and eventual Cobra owners), Scudder wasn't quite in high school in 1963 when he got his first look

at a Cobra. And it was definitely love at first sight.

**SAAC:** So, tell us where it all began.

**SCUDDER:** I was accompanying my dad to the annual New York International Automobile Show. It was April 1963. We went every year, and we would go on Friday, which was set-up day and the public was not allowed in. I would pick up various press kits which I would take home. I was also able to sit in some of the cars. In 1963 there was a little race Cobra there and I just fell in love with it. I don't recall the serial number at this point, but the Shelby American

*According to some people, the registrar is either Yoda, Luke Skywalker or Darth Vader.*



press kit carried a picture of the car. It was a black 289 (which I recognize now was a LeMans Replica) and its small size and V8 power made it the perfect combination of sports car/hot rod; as good-looking a vehicle as you could ever find. In my first year of high school, I would always read *Car and Driver*, *Motor Trend*, *Road & Track* and *Hot Rod* and they stoked my interest in cars. I obviously had no realization at the time that I would ever own something like that. We didn't have a high school in our area and I would've had to go twelve or thirteen miles to the high school they designated for us, and it was not a great high school. So I was packed up and sent off to Deerfield Academy in Deerfield, Massachusetts. I kept all of my magazine subscriptions. I happened to be on spring break in 1964 when what should there be at the New York auto show but a wonderful maroon 289 Cobra (2316). It had chrome wires and just looked fantastic. I took a picture of it. I had yet to see an actual Cobra on the street. Nevertheless, I thought they were fantastic. There was just something about them I couldn't explain. I didn't know what it was. They had a magnetic affect on me.

**SAAC:** We're sure you can recall when you saw your first one on the street. All Cobra enthusiasts can.

**SCUDDER:** I first saw one in Lake Placid, New York, where we were lucky enough to spend our summers. There was a guy there named Red LaFountain who owned a restaurant called the Steak and Stinger. We knew Red very well and he was quite the character. It was probably the best restaurant in town and we went there about once a week. I loved eating there and I liked Red. One day I saw him driving around in a Cobra and said, "Holy \$#@% !" It was a dark green 289 and he had "Steak and Stinger Restaurant" lettered on the doors. I later discovered it was 2120.

**SAAC:** Did you get a ride in that car?

**SCUDDER:** A brief one. We went up the road and back just so he could move through the gears and ask, "What do you think of that?"

**SAAC:** And what did you think?

**SCUDDER:** Whoa! It pinned my head back. It was everything I thought it might be. We only went straight and it was a worm-and-sector car. I did get a good Cobra ride a little later on. A guy by the name of Peter DeSilva was our neighbor in Lake Placid. We were the same age and became friends. He and I were into all manner of strange things as teenagers together: bicycles, girls, boats, cars. His sister got married in the summer of 1965 and one of Peter's friends showed up in a British Racing Green rack-and-pinion 289 Cobra. He took everybody for rides and I can remember him going out on this wonderful windy road, the Wilmington road they called it, and he floored the thing in first gear. He missed the shift into second and revved the living snot out of the motor but it held together. We were doing over 60 by the time he shifted into second gear. It was a very memorable ride. This car turned out to be 2521, the car that Bill Whitley ended up buying. The original owner was John King.

**SAAC:** Did your Cobra appear at this point?

**SCUDDER:** Not quite. When I graduated from high school I got an unspectacular Chevy and later traded it for a fairly damaged GTO convertible. When I got out of college my dad had said that if I graduated in four years without stretching it out to five, he would go halves with me on a car. He figured that it was going to be something brand new. When I told him exactly what it was intending, he kind of raised one eyebrow and said, "Huh?" I

found a Cobra in Kentucky and went down there and bought 2306. It was 1972 and I was not quite a year out of college. I paid the owner, Ed Maxwell, \$5500 bucks for the car. I tried to beat him down to \$5000 but he absolutely wouldn't hear of it. I drove it home from Kentucky up to Lake Placid, New York. And my parents freaked. My father said, "You said you were getting a Ford and I thought you were talking about some kind of a Mustang. I didn't think you were getting something this small. You're going to kill yourself in this car." Initially he said, "You're not even 23 years-old. I want to go for a ride in this thing and see how fast it really is." I tried to feather it a little bit, but still he could tell. He said, "I might just prohibit you from ever driving this car." I said, "Number one, you can't because I'm over 21. But if the fact that I'm still dependent upon you to a certain extent (because I didn't have a place of my own yet) is of critical importance, I'll park the thing and ride my bike until you think I've got enough maturity to drive it." He relented and I drove the car and never had an incident. I repaired it and cleaned it up. About three-and-a-half years after I bought it I came up with a plan with three friends to create a magazine. I moved to Princeton, New Jersey and sold the car for \$10K to finance my partnership in *New Jersey Monthly* magazine.

**SAAC:** And you were Cobraless. For how long?

**SCUDDER:** I worked in Princeton for a while. In late 1976 it was only a year or so after I sold 2306 and I got the



Scudder's first Cobra, CSX2306.



itch again. I was making decent money and I said to myself, *"These cars are not getting any less expensive. If I look around I could probably put some kind of deal together."*

**SAAC:** Let's back up a second. This was in 1976. In 1972 the Cobra Club was started.

**SCUDDER:** I joined the Cobra Club in the spring of 1972 when I bought 2306. I was one of the early members. Bruce Jodar and Mark Buckheim were running it. In 1973 I went up to a wonderful little Cobra Cub gathering in the spring at Lime Rock Park. It was the Cobra Club's first official gathering in the northeast. There were ten Cobras there and nobody had ever seen such a thing.

**SAAC:** When did you become addicted to Cobra serial numbers?

**SCUDDER:** I began collecting a few serial numbers when I was in college, knowing full well that I was going to be looking for 289 Cobra at some point. I saved all kinds of magazine and newspaper ads, just so that if and when I was seriously looking and the time came, I knew where some cars were and that would be a good place to start looking.

**SAAC:** At that point, did the actual Cobra serial numbers have any meaning to you or was it just a way to describe a particular car?

**SCUDDER:** The only meaning they had to me at the time was that I wanted a car above CSX2200. By that point I had at least learned that I would prefer a rack-and-pinion car to a worm-and-sector car. And I wanted that half-inch wider lip on the wheels because I thought they looked better. I also wanted the side vents. I guess you could just say I wanted a car with the latest specs. From 2200 up they were pretty much all the same. So I knew as much is that. And I also knew that I didn't want a black interior. I wanted something lighter because black gets hot in the sun.

**SAAC:** So you started working on getting your next Cobra?

**SCUDDER:** I started pestering my dad in late 1976 because I knew I was going to need a loan. I wrote him an eight-page prospectus on what I

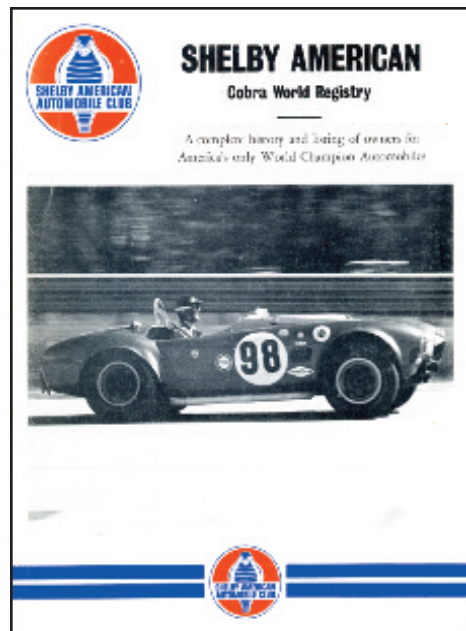
thought Cobras were going to do in the market place; I was convinced that they were going to increase in value. I remember telling him that it would not surprise me if within ten years they would be worth \$50,000. In fact, that happened a lot quicker than in ten years.

**SAAC:** At the time you wrote that, did you have any intention of buying a car and later selling it if the prices escalated?

**SCUDDER:** My idea, at the time, was that I wanted to have a Cobra to own and keep and enjoy in perpetuity. I was basically saying, *"Dad, I have so much cash at the ready but these cars are getting so much more expensive so quickly that I worry that I'm going to get priced out of the market."* He read the thing and he basically laughed. He said, *"If you're that passionate about something I will certainly help you. Just make sure it's a good example."* I had seen a dark green 427 Cobra at the New Hope Auto Show. It took First Place in its class and it suddenly came up for sale. It was just an hour away. I was on it like a flash. In February of 1977, I ended up paying the owner \$24K to buy the car, CSX3227, which turned out to be a 428 but that was no problem.

**SAAC:** Would you consider this a fair market price or something less?

**SCUDDER:** As Geoff Howard would later say, *"You got the last good deal."* I was seeing similar cars advertised in the \$30K range. The seller of 3227 thought he had a Daytona Coupe on the line that he was going to buy. He wanted cash on the barrelhead more than anything else. I happened to call him to ask him if he knew of any cars that were for sale before his ad in *Autoweek* even appeared. He said something like, *"Holy crap! This is amazing. I only sent the ad to Autoweek two days ago and I'm already getting a phone call!"* I told him that wasn't actually the case. *"I took down your name when I saw your car at the New Hope show last summer and I'm just calling you to see if you know of any Cobras that are available."* He said, *"Yeah – mine is!"* And I said, *"Whoa! That's a lucky break!"* And it was a



SAAC's first Cobra registry, printed in 1976, was preceded by the smaller (*TV Guide*-sized) 1973 registry which only contained the serial numbers of Cobras whose owners were known. The 1976 edition listed all serial numbers, although many cars were still "owner unknown." Scudder was listed as a contributor but was not one of the editors, even though he had provided all of his records. Within a year everyone listed as an editor in the publication realized that maintaining the Cobra registry would be never-ending and chose not to continue. That's when Scudder was asked by SAAC to take over. He decided to make the commitment and has done a masterful job ever since.

good deal.

**SAAC:** In 1976 SAAC published a Cobra Registry which was unveiled at the first convention in Oakland. Your name was listed in the credits.

**SCUDDER:** I had contributed a number of names and serial numbers to the first Cobra registry, the small, white one published by Bill Kemper. In the 1976 book it was the same deal. I contributed all the names and serial numbers I knew to that book and Bill graciously thanked me and everyone else who had helped him, in the opening pages. I know that we call it "Bill Kemper's registry" but it was really Royal Krieger who put that book together. He had been collecting information on Cobras and gave all of it to Bill who added it to his own information, collated it and assembled it. But



when it was time to publish it, Royal was the one who spearheaded that. I later thanked him for having put the whole thing together and he said, “Yeah, not many people know what I did to make that book happen, but I was kind of the guy behind it.”

**SAAC:** He was also able to use the newly formed SAAC to finance it. That was a big deal for the club. We printed 1,000 copies and that was, to us at the time, a huge number. In fact, we were so excited about unveiling the book at SAAC-1 in Oakland that we had the printer send 600 copies out there. During the event we sold 90 copies, so it turned out that we were a tad optimistic.

**SCUDDER:** The Cobra Club asked all of its members to please tell us all about your Cobra. And if you know of any other cars, tell us about them. I had a lot of information. All of the stuff I had collected since my college days was stored in a little file box. I sent it to Bill Kemper. Any time I saw a Cobra I would write down the owner's name and where he was from, just because you never knew. One day, if you got lucky enough that you could start looking for a car, you could call this guy up and ask, “Is your car for sale?”

**SAAC:** Even if you didn't have a serial number for that car?

**SCUDDER:** Correct. If I saw a car somewhere, whether it was at a show or more rarely, on the street, I'd try to call them. Back then, nobody knew much; there was no real network or anything of that nature. If you saw a Cobra you'd flash your lights and wave and pull over and talk. Before I owned a Cobra I would follow one if I saw it on the street. If, within five miles, the guy pulled in somewhere I'd stop and talk with him and ask him questions. Do you know of any other Cobras? Do you know of any for sale?

**SAAC:** That's how the information network actually began.

**SCUDDER:** Absolutely. That's how this whole thing started. And once everyone began sending in their information and someone was there to collect it and put it together, suddenly we had a fair number of serial numbers.

**SAAC:** That's the key. Someone col-

lecting it and everyone else knowing who that someone is so they can send the stuff in. You can only collect so much on your own.

**SCUDDER:** Absolutely so. It sort of takes off by itself.

**SAAC:** Ok, where did that leave you with cars?

**SCUDDER:** In February of 1983 I decided it was time to spruce 3227 up some and ended up sending it down to Cobra Restorers in Marietta, Georgia. Long story short, they did the work, I wasn't happy with it, and instead of a law suit we agreed to arbitration. We both chose Mike McCluskey as the expert and it was his opinion that the work had not been done correctly. Cobra Restorers then refused to accept McCluskey's judgement and after some back and forth, the car was sent back to Cobra Restorers to be repaired correctly. After that I decided to sell the car because it was never going to be the car that I wanted. That's when, out of the blue, I heard that an S/C was for sale. That was Dan Turman's 3042, and he had to get out of the car quickly. This was in the fall of 1984. The first person who came up with \$75K and put it on his desk would own the car. I was managing a condominium sales office at the time. I got a phone call that said the deal is on. “If you have \$75K on my desk this afternoon in New York City, the car is yours.” I literally closed down the sales office (against the owner's desire) and raced into the city in my car and gave him a check. And I owned the car. It's a fun story and there were at least two other people that I knew who were also chasing the car. I was half expecting to see them in the hallway of the attorney's office because we were all racing each other to get the car.

**SAAC:** During all this time you were officially “the” registrar.

**SCUDDER:** I guess that happened around 1978. When the 1976 registry came out there was some discussion, that I was not aware of at the time, about some cars that Bill Kemper had excluded from that book. When people would ask him about one of those cars, he said that information had not come from the Cobra Club or SAAC or other

owners. It came out of his own dealings with the owner as he was running a shop. And some people were unhappy about that; they said you really can't serve two masters here. You're either the registrar and every car you know about goes in the book or you're a restoration shop and sales organization and can keep some names private if you choose. I remember SAAC was looking for a registrar and was checking with a number of people. I got a call asking me if I was interested. I said to let me think about it, and I did. I called back a day later and said I would be very interested in the position. Looking back on it, I think it has been a wonderful experience and the opportunity to meet the some very interesting folks. I talk to people on the phone, if not daily, then two or three times a week. I exchange e-mails all the time, photos and information are being sent back and forth all the time. It's a great deal of fun.

**SAAC:** Except when you get sued.

**SCUDDER:** Yeah, that's not so much fun.

**SAAC:** As the cars gained value their individual history became significant. Good history (low mileage, original parts, etc.) added to their value and accidents, repairs and other catastrophes often diminished it. In cases where cars were separated into pieces, but both carrying the same serial number, there would be legal disagreements over which owner had the “original” car. When the registrar reviewed all of the “evidence” (in some cases he had more than either owner) and attempted to issue an opinion, one owner could always be counted on to disagree. He would often threaten to sue the registrar, as if that would change the facts. These disputes didn't get into court a lot, but even one is enough to dampen your enthusiasm. Especially when, as a registrar, you do not stand to gain or lose anything (except your legal bills). All you are trying to do is reveal the facts and tell the truth.

**SCUDDER:** Fortunately, that doesn't happen very often, but as the cars get increasingly expensive the stakes are proportionally higher.



# THE SHELBY AMERICAN



Scudder had moved to the San Diego area and had CSX3042 at SAAC-27 at California Speedway. The car was a concours winner and this photograph was deemed "cover quality" and appeared on issue #72

**SAAC:** When do you think people other than the original diehard owners and enthusiasts got involved with these cars? Was that when the values began to take off?

**SCUDDER:** I don't know. I think there have always been some kind of sketchy people when you would go to different events; there were always one or two people you would wonder about. What their motivation was in owning the car, and whether they were really passionate about owning it.

They seemed to always be looking for an angle of some type.

**SAAC:** It seemed to have some correlation with the cars reaching some certain rate of appreciation, more than someone could make in the stock market or with real estate, art or Persian carpets. This seemed to attract a certain type of person who was not really a diehard enthusiast. When the value of the car reached a certain point they would sell the car and buy something else; a Ferrari or a Porsche.

**SCUDDER:** I guess that is true. Maybe I was a little stupid, but I never really paid much attention to that whole situation. You knew the cars were going up in value. But then you had 1989 when everything plateaued, and then the bottom fell out.

**SAAC:** After that, into the mid-90s, prices started to move back up. That's when you saw the increased interest which came from a number of things. One of them was the availability of information through the club and through the registry. Details and history on Cobras were provable and that's when you started to see more of these cars starting to show up at auctions.

**SCUDDER:** Well, there was a point – and I don't know precisely what that point was – but there was a point at which Cobras achieved a value that made them a legitimate automotive collectible in the eyes of the people I would describe as "big players." If you had a collection of twenty or thirty or more cars, you pretty much ought to have a Cobra in the mix became the idea. When the big moneyed folks started collecting Cobras that's when it really got worse. Prices started going out of sight.

**SAAC:** You had to feel a little sorry for some owners who couldn't resist selling their car because, suddenly, they were worth so much more than they had paid for them. They represented a house or a college education for their kids and it was kind of tough to justify keeping a car when you could exchange it for something like that.

**SCUDDER:** Or it represented the ability to enjoy your retirement. I know several people who have sold their cars because they were ready to retire and would rather have the cash in the bank so they knew where they stood, financially. And that's terrific.

**SAAC:** At this point, you don't see too many people in their 60s and 70s buying these cars unless they already have a lot of money and a lot of cars.

**SCUDDER:** They aren't first-time buyers, that's for sure.

**SAAC:** We deal with an increasing number of owners who are looking for what we call "an exit strategy." They



are not there yet, in selling their cars, but they are almost there and they are looking at their options. The longer they have had the car the more difficult it is to sell it.

**SCUDDER:** I am in fairly constant conversation with about four people, right now, on that very issue. They call and we talk and philosophize, and they ask what do you think – are the cars going to go up or just holding their value? I keep saying that my crystal ball is no better than theirs. I don't know. I can't tell anyone anything about what the market is going to do but obviously it is doing well right now.

**SAAC:** We get the feeling that some people are sitting on the fence, holding their breath and waiting to see if the market is going to drop. Not like an anvil off a cliff, but they are watching for the beginnings of it. It's like a school of fish; when one turns they all turn. Nobody wants to be the first one to sell their car if the prices keep going up, but neither do they want to be the last one when suddenly there are three dozen cars on the market. It's all a matter of timing.

**SCUDDER:** I can remember talking to a fellow about five years ago who called and he said, *"I am thinking of retiring and selling my Cobra and I got an offer of X on it."* I said, *"If that's going to fund your retirement I suggest that you hang onto your car for another six months because the prices on these cars are almost on a straight line going up. At every auction they were going up another ten percent."* He decided to accept the offer and he regrets it to this day. He is very upset about it. If he would have hung onto the car another two years he would have doubled his money.

**SAAC:** Hindsight is always a wonderful thing. But you do what you do and you can't undo it. And it isn't very useful to follow the market after that. It's like someone who buys something – it doesn't matter if it's a car or a kitchen appliance or a television – they make the purchase and then they keep shopping, looking to see if they could have paid less. At that point it's just not very helpful.



Ned Scudder's current ride is COX6111, a coil spring chassis powered by a 289 engine originally built for sale in Europe. Having the car has freed Scudder from the concours straight jacket: it has aluminum Trigo wheels, an S/C fuel filler and a roll bar.

**SCUDDER:** I have my own story like that. We probably all do. Back in 2004 I was told I had an aortic aneurism and had open heart surgery, and a mechanical aortic valve was installed. You don't know what the future holds. I had two kids in college and a guy called out of the blue and said he was in San Diego and wanted to see my car. I said he was welcome to come and see it, and he did. He called me about a week later and said, *"I'd like to offer you 'X' for that car."* I said it wasn't for sale. He said that if it ever was, he had the cash and it was a very good offer. I started thinking about my health and the kids in college and I asked myself what was more important than taking care of business and being a responsible dad. So I told him that I would sell the car. In a few years it had doubled in price. And I looked back and I said, *"Gee..."* but I made the decision at the time and I'm ok with it. I took about half of the money and invested it in another car that I love and I'm as happy as can be. My old S/C was sort of a "Hey – look at me" car and I knew that I would probably sell it at

some point. I reached that point where I decided that I would really enjoy something that is a little less flamboyant. I bought an AC289 and I'm as happy as a clam about how it worked out. I have no complaints.

**SAAC:** You said something about not having a crystal ball and not knowing where these prices are going. Do you feel like just a spectator on the sidelines?

**SCUDDER:** Not really. The cars are bona fide collectibles; really desirable cars. But I think that there is a certain group of people to whom these cars really appeal. To whom they really are million-dollar-plus cars. I'm not sure as time goes by, if these cars are going to be million-dollar-plus cars for later generations, in view of the fact that you can get cars that will outperform them for a whole lot less, maybe the cars that these kids grew up with in their youth. And they might be just as desirable to them.

**SAAC:** Have you ever heard the term "bedroom poster car"? It's a car that a young kid would have on his wall as he is growing up. And when he gets to



be 25 or 30, that is the car of his dreams. And that's what he will gravitate towards. The car on the wall is a subliminal image.

**SCUDDER:** I guess that's my point. When I go to the SAAC convention, I see a lot of the same faces that I've been seeing for twenty or thirty years at these conventions.

**SAAC:** The convention represents a constant that flows through our part of the hobby. They are like family reunions where you see each other every year or every few years.

**SCUDDER:** We don't tend to see that many kids. If you think back to the 1970s, in 1977, for example, I was 28 years old. An awful lot of club members were in their 20s, 30s, etc. You don't see that same age group today. There are a few of them, sure. There are some kids with their graying dads but they are there because of their graying dads. The pool of potential buyers for these cars as million-dollar-plus artifacts may, at some point, start to shrink. And the younger, upcoming generations may veer off to, I don't know, something from the 1980s or 1990s; something that has been the object of their lust on their bedroom wall.

**SAAC:** If you look back at cars like the Model A Ford and 1955-56-57 Thunderbirds, and look at what happened to their values over a period of time, it may be where the values of Cobras could be headed. You don't see very many of these cars at car shows today because not many people in their 40s or 50s are really interested in them. But the people who grew up with them or were too young to own one at that time were excited to buy one as soon as they could afford one. These cars went up in value, but when these owners began aging out of the hobby and the cars started to get sold off, there wasn't a large pool of buyers willing to pay what they had become worth, so their values dropped.

**SCUDDER:** And the reason for that is, let's suppose a guy is out there looking for a car, and he says, "*Let's see, I can buy this 1957 T-Bird for X or I can buy this new Toyota Supra that is faster and handles better for one half*

*that. I know the Supra better, the parts are available and it's more my generation's car.*" There's no question which one he's going to buy.

**SAAC:** There is definitely something to that "my generation's car" idea. If you let someone who is 20 or 30 years old today drive a 1957 Chevy or any car from that era they cannot believe how crude and unresponsive those cars are compared to just about any car built today. And they cannot see why there older people have so much enthusiasm for them.

**SCUDDER:** That's correct. And there is an interesting lesson there. But it is not the same across the board. The brass cars, for example, reached a peak, they plateaued and then flattened. They have really dropped in value. Except for a few iconic cars. It's the same thing with a handful of the 1940s and 1950s sports cars. The real icons, the top of the heap, are still bringing really good money. And I believe that's going to be the case with Cobras. They are iconic and they were the fastest car of the sixties. They will always be a high water mark in their own right, for various collectors, irrespective of their age or generation.

**SAAC:** They became the high water mark for performance cars because in 1968 the government began clamping down on manufacturers, mandating safety and emissions requirements and insurance companies began raising rates on them. Cars of the 1970s were not as fast and when the performance tide went out it left the Cobras at the top. Until the Vipers were produced, some thirty years later, the 427 Cobra was the fastest production car made. The Cobras became an icon, in part because of what they were and because of what they were compared to. Their success was an unintended consequence of the restrictive requirements after 1968.

**SCUDDER:** Another aspect is that Cobras were produced in very limited numbers in relation to so many of the other cars that are still being written about today from the 1960s and 1970s. Be they considered musclecars or sports cars, they still command an awful lot of awe and interest.

**SAAC:** We can recall when the first Cobra replicas were made, in the early 1980s, and original Cobra owners had an immediate distaste for these cars. It's taken a long time for them to receive grudging acceptance. Probably because there are so darned many of them now, you cannot ignore them.

**SCUDDER:** I don't mind that they're out there. I understand that there are people who simply say, "*It doesn't matter to me whether it's an original or a copy. I don't have the money for an original so give me something that I can drive that lets me feel like I imagined it would after looking at the poster on my bedroom wall for so many years.*" Where I really get frosted is when you go to some kind of a show and there's a guy with a car that was built two years ago and he is happily calling it a 1965 Shelby Cobra 427. I politely explain to him that it's a lovely car and all the rest, but it ain't a '65. And it ain't a Shelby. And it really ain't a Cobra. It's a replica and people really need to be told that it is a knock-off. It used to be that a lot of these cars were cobbled together from parts off of all different kinds of cars. You'd look in the engine bay and see unfinished fiberglass. I would hear other spectators say "*Huh. I never realized Cobras were fiberglass. I thought they were aluminum.*" You'd see crappy upholstery, horrible stitching, vinyl and you'd see wires sticking out. I wish somebody could gather everyone around and say, "*Hey folks – this is not the level of quality that a true Cobra has. A true Cobra is alloy, it's leather, it's neat, it's tidy if it's been maintained.*" When I see these crap-wagons and their owners claiming they are AC Shelby 427 Cobras, it turns my stomach.

**SAAC:** One of the problems leading to some of this lies in semantics. The manufacturers certificate of origin issued for the CSX4000 cars by Shelby American describe them as "1965 Cobra 427 S/Cs." This was done on purpose, to assist owners in registering their completed cars without having to comply with current federal or state DMV regulations. The cars were replicas of the 1965 Cobra 427 S/C.



Technically, there was never a 1966 or 1967 Cobra 427 S/C. But it is easy to confuse the year of manufacture with the model. The problem we've had is when a club member requests a letter verifying the value of one of these cars, we ask for the year of manufacture because the insurance carrier needs to know this. The owner will declare that their car is a 1965 model, citing the MSO as proof. When you squeeze them hard enough they will admit that their car is not fifty years old; it was manufactured in 2004 (or whatever year it was built). After a while these arguments just wear you out.

**SCUDDER:** I don't deal with them. I'm happy to direct them to Kevin Rogers, the CSX4000 registrar. Even so, it is incredibly frustrating. You see owners on the forum with their '4000s saying, *"This is a legitimate 1965 Cobra 427 S/C and it's no different than yours."* Well, everybody knows that's bullspit.

**SAAC:** Another aspect of replicas is that so many of them have been made. There have probably been 1,500 CSX4000s, or more, because they are still making them.

**SCUDDER:** If you count up the number of manufacturers other than Shelby over the last twenty years that have been making Cobra replicas, whether it is here, England, South Africa, Australia or Europe, I bet there are (or have been) fifty different companies that have been producing Cobra replicas and everybody who owns one wants to call their car a 1960-something Shelby AC Cobra. Somewhere the term replica, clone, reproduction, tribute or whatever you want to call it gets totally lost in the translation and if you even suggest it, they look at you in horror. It's like, *"Who the hell do you think you are?"*

**SAAC:** At car shows, it seems like replica owners always want to park next an original Cobra, hoping that whatever makes the original so special may rub off on their car.

**SCUDDER:** There is a website called ClubCobra, which is a replica-oriented group, and there have been numerous threads – including one that is probably twenty pages long now – that tries

to answer the question, *"How do you deal with the question of, 'Is that a real Cobra'?"* Reasonable people chime in and they say that what the person is asking is, is that a 1960s-built car? Just say no, this is a car that was built thereafter and it uses all of the same stuff. You could argue that the technology is even better. But most of these people refuse. They say, *"I wanted a Cobra, I built a Cobra or I bought one; I'm not telling anyone anything. As far as I'm concerned, yes, it's a real 1960s Cobra."*

**SAAC:** It's impossible for us to change anybody's mind at this point. Replicas have been around too long. They have been accepted. There are probably 10,000 Cobra-like cars out there.

**SCUDDER:** Maybe more. And they continue to be built every day.

**SAAC:** Obviously some of them are better than others. Kirkhams are every bit as good as the originals.

**SCUDDER:** Kirkhams are exquisite.

**SAAC:** When Shelby American gets the right parts together they can assemble a decent 4000 car.

**SCUDDER:** They sure can.

**SAAC:** It's gotten to the point now, in the magazine, where I won't put a caption under a picture unless I actually

know who the owner of the car is because it would be embarrassing to say it was original car and later discover it was a replica.

**SCUDDER:** Exactly, I understand.

**SAAC:** These are the times we live in. We're lucky we didn't just get to the party yesterday. We've been around for quite a while. It's been like a ride on a really long roller coaster.

**SCUDDER:** Very true. And it's been a wonderful ride. I'm still enjoying it after all these years.

**SAAC:** Where do you see the Cobra phenomena headed in the future? Do you see it continuing from where it is now just continuing out as far as we can imagine?

**SCUDDER:** I wish I knew. I don't really know. I plan to hang onto my Cobra until I feel that my driving skills are slipping and I really can't properly drive the car anymore. At which point if the kids don't want it, it will go on the block. There is a time to say goodbye to your car and that doesn't have to diminish your enjoyment of the cars in general.

**SAAC:** Without trying to pump smoke up your tailpipe, we have to say that the original Cobra marque is fortunate to have you as its guardian angel.



After all these years of tracking Cobra history and Cobra owners, Ned Scudder still enjoys the primary purpose of owning a Cobra: driving it. He can usually be found on one of the variety of 1000-mile Cobra tours that take place annually. He's pictured here, with his wife of 37 years, Cree.





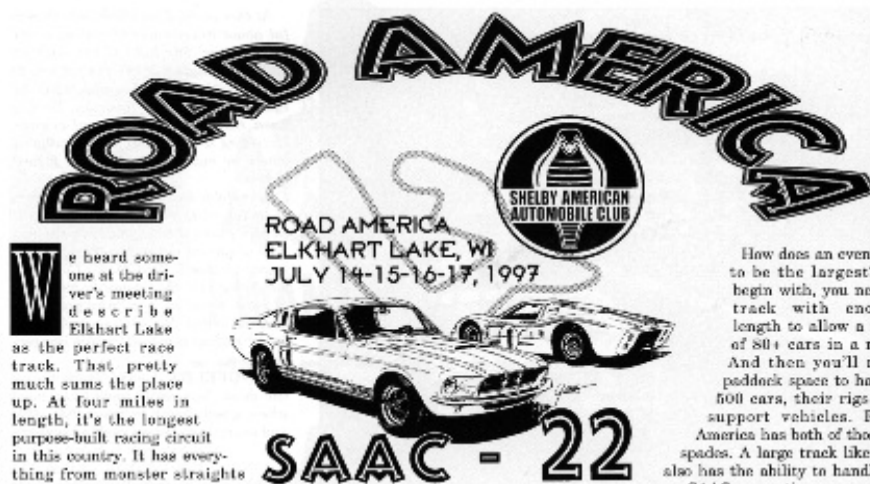
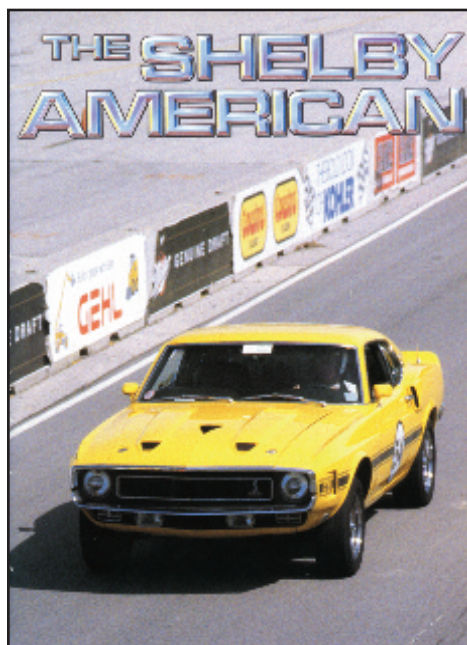


# WISCO OR BUST!

## SAAC'S TRAVELING CIRCUS VISITS THE LAND OF THE CHEESEHEADS

— Rick Kopec

**A**lmost as soon as SAAC's Northwoods Region (members from Wisconsin and Minnesota, mostly) was organized back in 1976, they began holding at least one open track event a year at Road America in Elkhart Lake, Wisconsin. We were jealous. At four miles in length, it was the longest road course in the U.S. and had everything: elevation changes, tight corners, a carousel, high speed sweepers and three long, top end straights. Throw in a lush country setting and a nearby small town overflowing with midwest hospitality. Did we miss anything? Oh yeah — bratwurst. After one visit we developed a taste for brats. Road America had the best track food of any road circuit in the country. Period.



**W**e heard someone at the driver's meeting describe Elkhart Lake as the perfect race track. That pretty much sums the place up. At four miles in length, it's the longest purpose-built racing circuit in this country. It has everything from monster straights that continue long after you've run out of top gear revs to tight hairpin corners. It's also got elevation changes as well as high speed kinks. And it's been in operation since 1967 — the beginning of organized sports car racing in this country. A lot of Cobra racing history was made in Elkhart Lake, Wisconsin.

In fact, Lew Spencer still holds the track record for completing a lap on three wheels. He was driving a red 289 team Cobra in August of 1968 when he lost a knock-off in Turn 1. He had just taken over the driving chores from Bob Johnson and after one lap, was approaching the first turn when he heard the distinctive "diiinnng" of a knock-off flying off. It was quickly followed by the left front wheel, which bounced down the track, into the grass and up over a fence. It also bounced on the hood of a Volkswagen. Spencer instinctively tapped the brake pedal and when it worked, he gritted his teeth and manhandled the snarling — and occasionally sparking — Cobra through what had suddenly become a four-mile obstacle course. He made it around the track and back into the pits where he and Carroll Shelby installed a new wheel and tire and a new knock-off. Legend has it that his loose knock-off is still there, somewhere off to the left of Turn 1. At SAAC-22, several drivers reported seeing someone who looked like John

Barnes, searching through the tall grass hoping to find the ultimate Road America Cobra collectible.

Today's Road America is greatly improved over the way it was in the 1960s. While the track is still the same, just about everything else has been upgraded from the pits and paddock to the timing and scoring tower. Thanks to the local specialty of bratwurst, it's trackside food is among the best in the country. The Wisconsin-Minnesota-Northern Illinois area has been a hotbed of Shelby enthusiasm and activity ever since SAAC's earliest days. The Northwoods Invitational has been held at Road America for the past twenty years. Not a year goes by that we aren't beseeched by one or more Northwoods members, touting the glories of Road America and pitching us for a national convention. Elkhart Lake has been on our list of "someday conventions" for the past ten years. This year it finally made it to the top of that list.

The dates could not have been better. SAAC-22 would occupy the beginning of the week and it would be followed by the Merrill Lynch - Brian Redman Invitational, the largest vintage race in the country. And probably in the world.

How does an event get to be the largest? To begin with, you need a track with enough length to allow a field of 80+ cars in a race. And then you'll need paddock space to handle 500 cars, their rigs and support vehicles. Road America has both of those in spades. A large track like this also has the ability to handle as many SAAC conventioners as want to get on the track. This year, no one was put on an open track waiting list or was turned away.

The convention began, for many, with early registration and tech inspection on Sunday afternoon. The opportunity to drive this legendary piece of asphalt at speed brought out a lot of cars not usually seen with open track tech stickers on their windshields. And the dove-tailing of the vintage races also made it possible for an unusually high number competition cars to be on hand. They used SAAC-22 as their own personal testing and familiarization sessions.

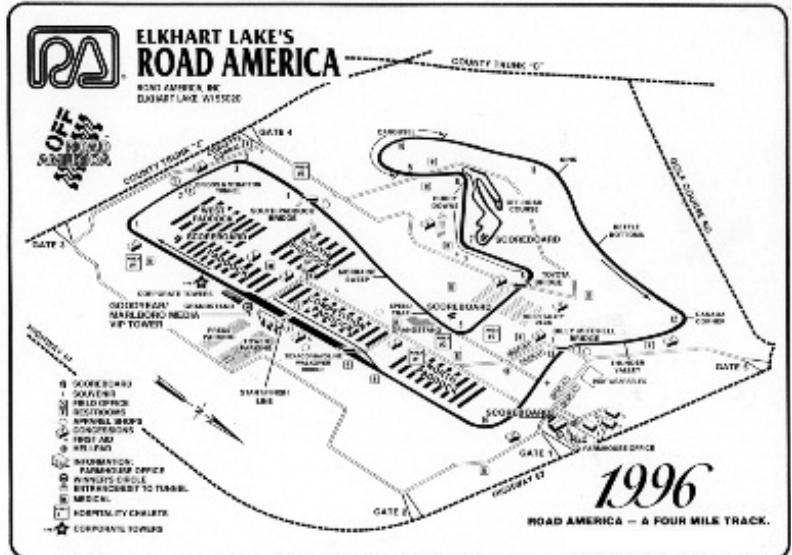
The convention officially kicked off on Monday morning. A mandatory driver's meeting was quickly followed by a first-timer orientation for those who had never driven the track before. This has become an important part of every convention and has been extremely well received. The thought of going out on one of the fastest road circuits in the country with absolutely no experience is likely to scare the heejeesus out of anyone, and is an accident waiting to happen. After SAAC's half-hour orientation, drivers had some idea of what to expect and how to deal with it. Thus equipped with a measure of confidence, they took to the track with smiles of anticipation rather than grimaces of apprehension and fear.



Having come from Lime Rock the previous year and Atlanta, Indianapolis and Watkins Glen before that, we were gravitating towards a west coast convention. The problem was that finding a track was nearly impossible. We didn't even consider Laguna Seca



One of the high-points of each day were the lunch-time kids' rides. By Wednesday they knew what to expect





because of their noise requirement. Down south, the number of tracks wasn't what it is today. The handful of road circuits still in operation were oversubscribed. Getting a weekend date would be pretty near impossible.

The Cobra Owner's Club held two open track weekends every year at Willow Springs. The last thing we wanted to do was to try to sweet-talk them out of one of their dates, which they used as a profit generator for their region. Even if we could squeeze a date from Willow Springs, itself, three Cobra/Shelby open tracks a year at the same track would be one too many. So, we looked away from the west coast and the northeast. We had just been into the deep south so we didn't want to go in that direction. Suddenly the midwest wasn't looking that bad.

SAAC did not exist in a vacuum. We had been intently observing vintage racing since the club began, and members had been actively participating in it for ten years. Vintage racing was a way to step back in time, an opportunity to see Cobras, GT350s and GT40s racing against their traditional opposition — Corvettes, Ferraris, Porsches and Jaguars — as well as each other. SAAC members were vintage racers and they went to vintage events as spectators. We sensed an overlap and we thought that a convention at Road America, dovetailing with their annual summer speed spectacular, also known as the Brian Redman International Challenge, would work.



It was hard to tell who was more excited — the young passengers or their drivers when lunchtime rolled around and it came time to give the kids rides. Cars lined up the entire length of the hot pits to take on grinning passengers.

and began heading for the pit wall long before the last group was finished. A total of 88 cars, filled with smiling faces on bobbing heads toured the track at a stately 50 miles-per-hour, providing memories which should last a long time.

Jim Cowles, one of the founders of SAAC's Northwoods Region and a Cobra/Shelby restorer for the past twenty years, was the moving force behind this year's Technical Seminars. All too often, people are very quick to identify problems but very slow to step forward to work towards implementing solutions. Cowles is that rare exception. His response to hearing complaints about a lack of tech seminars at conventions was to contact us and offer his services to help set them up. He obviously has

the contacts.

When Tuesday afternoon rolled around, about 250 convention attendees gathered under the large white tent. Tables were set up around the perimeter where people could "ask the experts." Among them were Ned Scudder and Bill Murray (Cobras); Howard Pardee and Craig Conley ('66-'66 Shelby); Paul Neitzke and Bob Gaines ('67 Shelby); Rod Harrold and Steve Sema ('69 Shelby); Vincent Liska and Jim Cowles ('69-'70 Shelby); Ed Meyer, Bob Perkins and Ken Bramlett (Boss 302 and 428); Curt Vogt and Mike Mulcahy (vintage racing); Jeff Vanderveen and Tom Geritz (paint); Bill Collins and Rick Radtke (literature and collectibles).

An unexpected surprise was when Chuck Cantwell, Shelby American's

GT350 Project Engineer, sat down next to Pardee and Conley and fielded questions about early Shelys. Initially some of those with questions were speechless, but they soon found their voices and were mesmerized by Cantwell's memory of details. It's one thing to ask questions of someone who has owned a Shelby for 30 years — or who has owned 39 Shelys in the past year — but it is quite something else to ask the guy who was responsible for every specification and production detail. It is not something you soon forget.

Carroll Shelby said he would not miss SAAC-22 and he was true to his word. He arrived on Wednesday afternoon and was met at the airport by Howard Pardee. He was later overheard complaining about having been held captive in a speeding rental car driven by some maniac who thought



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Sheetmetal isn't among the spares you normally bring to a vintage race, as Mike Davis of Huntington Beach, CA, discovered. But when you've come 2000 miles to race, you find a way. The front suspension needed to be straightened and aligned and the wrinkled fender was history. But by the weekend the '66 GT350 was refitted, painted and race ready. It was quite an accomplishment.

The SHELBY AMERICAN #66





We also tried not to automatically discount the requests, suggestions and, in some cases, pathetic pleas to consider Road America as a convention site. We took each of them with the proverbial grain of salt because our experience was that everyone wants to see a convention at the track closest to them. It is the equivalent of voting for your own car in the popular vote show. It proves nothing.

For SAAC-22, the planets were beginning to come into alignment. We contacted the track and they sounded amenable to a SAAC convention. The dates just before the Brian Redman International Challenge were available. The track rental was expensive; it would cost more than anyplace we had yet been. But we were convinced that we could make it up in volume. The track was a draw all by itself.

Holding a convention at Road America offered SAAC members who had previously only read about it an opportunity to experience it — either as spectators or as actual open track participants. Team Cobras (as well as independents) had raced there from 1963 to 1965 and the circuit was no stranger to GT350s and 427 Cobras. The Northwoods region had demonstrated the track's popularity by holding an annual event and attracting a large number of participants to pay the bill. If they could get that many people to come to a regional event, we figured a convention would attract at least twice that amount. And dovetailing the convention with a major vin-



Every national convention attracts a handful of truly important historical cars and SAAC-22 drew more than usual, owing to its close proximity to the vintage race weekend. The last Shelby GT350 to be raced in SOCA GT-1 competition is #5179 (upper left). The original owner picked it up at the dealership and drove it 16 miles to his shop, where it was stripped and rebuilt to competition specifications. Bill Paul, of Milwaukee, WI, bought it in 1968 and has been racing it ever since. The only 427 Daytona Super Coupe, #SR3064 (upper right), seemed to spend more time on the track than it did in the paddock. Which is as it should be. Owner Ken Quinleng gave rides at every opportunity. A pair of Ford GT MK IIs showed up at SAAC-25. Archie Ursioli of Riverside, CT, brought a 3-11 (lower left). Last year, on the way back from the Monterey Historics, Archie stopped off at Denverville, where he posted a top speed of 168.828. On his final timed run he spun the car at 230 MPH, which gave him a few new grey hairs. Steve Volk of Boulder, CO, donated out The Shelby Collection museum and among the jewels he brought was a 4-7 (lower right), freshly restored to its '67 LeMans livery of brass with white trim. It was originally driven by Mario Andretti and Lucien Bianchi.



he was trying out for a spot on a NASCAR team. "I'm no talent scout," said the obviously piqued Shelby, "but I know a good driver when I see one, and Pardee couldn't drive a wheelbarrow through an open barn door."

The on-track activities wound down about 5 p.m. on Wednesday and everyone began to gather under a large white tent in preparation for dinner, which would be followed by a long slate of guest speakers. They would include original GT350 R-Model owner/driver Tom Yeager, now a successful vintage racer; former Cobra Team driver Bob Johnson, who has not missed a SAAC convention in the past fifteen years; Bill Paul, the last driver to campaign a GT350 in SOCA GT-1 competition; Steve Volk who heads up The Shelby Collection Museum in Boulder, Colorado; Don Rager, head of Shelby American, Inc. in Las Vegas; former Shelby American GT350 Project Engineer Chuck Cantwell and the hub that holds all of the spokes together on the Shelby wheel, Carroll Shelby.

The legendary Wisconsin bratwursts were being unloaded and people were

just beginning to find a place in the dinner line when the skies suddenly turned dark. Lightning off in the distance moved purposefully closer, carried towards SAAC's dinner tent by angry black clouds. The wind suddenly picked up and started beating against the sides of the tent, knocking tables, chairs — and a few people — over. The large, six-inch light bulbs strung around the perimeter of the tent began popping and sparking. Eber and Kopeck held a hasty meeting at the podium to decide what to do. Before they could even put their heads together the County Sheriff stepped up and ordered the tent vacated. There was a tornado warning posted, he said, and 82 mile-per-hour winds were headed toward the track. Everyone was advised to immediately take refuge in the tunnel under the track. SAAC's evening program ended right there.

No one can explain why, but tornadoes seem to be attracted to trailer parks. You've never heard of a tornado flattening the most expensive neighborhood in town but they are drawn to manufactured housing like honey

attracts bees. As Kopeck looked out of the tent, he saw the equivalent of a trailer park in the paddock. Two or three hundred enclosed aluminum trailers were lined up, side by side. Lightning flashed and rain fell from the dark sky in droplets the size of malted milkballs. Kopeck found Carroll Shelby and commandeered a car for him. "I think you should probably head back to your hotel right now," Shelby asked about the evening program. "We just had it," Kopeck responded. "Well," said Shelby in his slow Texas drawl, "that was the shortest evening program of any convention. And I think your remarks were just about the right length." With that he was driven off into the night.

The tornado touched down about fifteen miles away and did quite a bit of damage. The magical Shelby Luck held, however, and the only damage to occur at the track were a few aluminum tent frames which were twisted like pretzels because their canopies were not taken down. SAAC conventioners left the track wet and hungry, but thankfully, unharmed.

Thursday morning started off pretty

The SHELBY AMERICAN #66





tage event would tempt some race fans to arrive a day or two early so they could catch both events. It was quickly falling into the "how could this miss?" category.

After announcing the convention dates and details, we discovered some positive outcomes from positioning the convention a couple of days before the Brian Redman International Challenge (BRIC). One was that a fairly large number of historic race cars which would be normally attending the BRIC let us know they would be arriving a couple of days early to join our party: a couple of GT40 MK Is, a couple of MK IVs and the 427 Daytona Super Coupe just for starters. They were all looking for additional track time on Road America's magical four-mile course.

As the convention neared, we discovered that the number of convention participants planning to stay to see the vintage races directly following the convention was less than we had expected. The cost of adding two or three more hotel nights probably figured into the equation, as did the need to take additional time off. When the dust settled from the convention, our take-away was that at best, dovetailing a convention with a major vintage race weekend was a wash. The number of people choosing the vintage race over the convention was greater than we expected, leading us to wonder if it was actually hurting SAAC convention attendance. Tough to tell.



Chuck Cantwell, Shelby American's GT500 Project Engineer, spent a couple of days at SAAC-88. Road America is his favorite track and during his racing days he held the track record in his Lotus for a brief period of time. He was happy to walk around and talk to the surprised owners who recognized him. He was lighthearted by Kopee during the track's lunch hour on Wednesday and gave the third degree.



Carroll Shelby is amazing. Seeing SAAC members at conventions seems to recharge his batteries. The autograph sessions are physically and emotionally draining, but he never runs out of steam until the last thing is signed. And then there's always one more request: A dashboard or trunk lid or some inner fender panel that would give him a keepsake.



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Lee Holman of Charlotte, NC, brought his first continuation Ford GT MK II and gave plenty of rides. It's hard to tell the difference between one of these and an original.



This year, when the convention was finished, GP' Shel somehow found the strength to drive one of his new CSX4000 cars behind the pace car in the giant all-Shelby race. The "behind the pace car" bit didn't last too long. He said he just couldn't help himself; he passed the pace car and blasted off into the next corner. Once a racer, always a racer.



The SHELBY AMERICAN #66

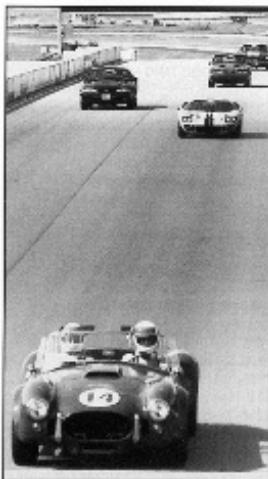




The portion of the convention which received the most emphasis was, of course, three days of open track. Unless you have driven Road America it is impossible to understand what a long track like this is like. It has everything: three fourth-gear red-line straights, some elevation changes, a high speed carousel and some tight, 90° corners. We were almost at the point of turning away members who did not pre-register in advance. Once they saw it in the flesh, could not resist. Realizing that some had traveled so far, we had no desire to send them home with a "next time you should pre-register" admonition. We squeezed them in by adjusting the run groups, moving some drivers up to accommodate additional first-timers.

One thing that really impressed us was the track's safety crews. A large track like this needs several points along its length where wreckers and ambulances are stationed. If there is an incident, it's not wise to have to wait for a safety vehicle to have to drive three-plus miles to get to the scene. It needs to be there *right now!*

The crews took their jobs seriously and used every yellow flag incident as a practice for something that might have been much worse. They moved at double-time and aside from demonstrating their dedication and skill, it meant a lot to the participants because when speedy dry is being spread or gravel swept off of the track at a corner, the on-track action stops. They kept down-time to a minimum.



One of the real thrills that a convention provides is the opportunity for a member to get out on a famous race track in his car and experience it at speed. Having a 427 Cobra or Ford GT blow by you on the straight is an extra bonus!

dismal. It was cold and it was raining. Not much enthusiasm showed on the faces of the car show participants as they lined their cars up. Some never took them out of their trailers and others headed for home early. That was a shame, because about 10:00 a.m. the rain stopped, the clouds parted and the sun came out... just about the same time Carroll Shelby began



signing autographs. Coincidence? Not many at Road America thought so.

Shelby sat beside a large, plush motorhome and signed autographs for a couple of hours. Then he retreated inside to work out the cramps in his writing hand. In the meantime, the line never seemed to shrink. By about three o'clock in the afternoon just about everybody who wanted an autograph had one. Swap meet vendors

were packing up and those entered in the weekend's vintage races moved to their spots in the paddock. SAAC conventioners who couldn't stay for the weekend began heading for home, with another in the never-ending series of SAAC annual extravaganzas under their collective belts. It had been a long week and everyone was tired. But it was a good tired.



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Dinner was scheduled for Wednesday night. We knew we would need a place large enough to seat about 500 people, and we also knew there was no such facility within a half-hour's drive from the track. The answer was to have the dinner under a large tent inside the track. It would be needed for the vintage event anyway, so we were able to have them put it up a day earlier than they had planned and got a reduction in the cost. We also had to pay to rent tables and chairs, but that's normal in situations like this. You have to pay to rent everything from plates and silverware to napkins and tablecloths, podium, lights, PA system, wait staff and garbage removal. While catered meals tend to cost less than a banquet facility, having to rent everything makes up for it.

The track manager's wife also ran a catering business and often provided food at track events. It was a real sweetheart relationship. We chose the "Wisconsin picnic" buffet dinner: hamburgers and hot dogs, bratwurst, cole slaw and potato salad.

Dinner was scheduled to start at 7 p.m. By the time everyone was seated the skies had darkened and tornado warnings were being posted. The event organizers and the track manager were trying to decide a course of action: should we wait it out and hope it would blow over or vacate the tent and cancel the dinner? The county sheriff stepped up to the podium and relieved us of having to make the decision.

## SAAC-22 POPULAR VOTE WINNERS

### BEST COBRA

Andrew Gordon, Sharon, MA  
288 Cobras

### BEST SHELBY

Carl & Pam Schneitzberger, Aurora, CO  
1987 GT500

(Note: Best Cobras and Best Shelby are the cars with the highest total number of votes received.)

### 200/280 COBRA

1st - Andrew Gordon, Sharon, MA  
2nd - Fred Brunson, Kissimmee, FL  
3rd - Carl Gross, Monmouth Beach, NJ

### FORD GT

1st - Ken Thompson, Denver, NC  
2nd - Francois Kross, Pittsburgh, PA

### 1965 GT350 R-MODEL

1st - David Vantor, Palmerton, PA

### 1966 GT350

1st - Mike Nowak, Rijn, IL  
2nd - Phil Mission, S. Charleston, WV  
3rd - Ken Coetzee, Isidore, MI

### 1966 GT350

1st - Ray Koettler, Floyd Knott, IN  
2nd - Bob Clouley, Bloomfield, CO  
3rd - Larry Corda, Waukegan, MN

### 1966 GT350 HERTZ

1st - Tom Johnson, Bartonville, IL  
2nd - Chris Wilson, Elm Grove, WI  
3rd - Jerry Sullivan, Indianapolis, IN

### 1967 GT360

1st - Dan Cielenki, Chocomauga, NY  
2nd - Jim Clark, Green Bay, WI

### 1967 GT500

1st - David Miller, Pecos, AZ  
2nd - Bruce Gaudes, Port Washington, WI  
3rd - Carl & Pam Schneitzberger, Aurora, CO

### 1968 GT350

1st - David Schneider, S. Barrington, IL  
2nd - John Barnes, Ballston Spa, NY  
3rd - Rich Melkine, Moskato, CA

### 1968 GT500

1st - Michael Taylor, E. Poca, IL  
2nd - Steve Trivison, Brownell, PA

### 1968 GT500KR

1st - Laron Tam, Lake Mills, WI  
2nd - A. Williams, Brookfield, WI  
3rd - Scott Kelly, Uniontown, CO

### 1969 GT350

1st - Dan Folos, Chikawa Falls, WI  
2nd - Dan Dickey, Marietta, IL

### 1969 GT500

1st - Rory Hann, Lake Mills, WI  
2nd - Dave Doucet, Peoria, IL  
3rd - Kevin Erickson, Loveland, CO

### 1970 GT500

1st - Kerry McMahon, Springfield, IL  
2nd - David Quinn, Indianapolis, IN  
3rd - Bruce Larson, Park Rapids, MN

### SHELBY COMPETITION

1st - Wayne Blue, Stephenville, TX  
2nd - Larry Ford, Chandler, AZ

### TIGER

1st - Tom Jenkins, Genoa, WI  
2nd - Larry Larson, Green Bay, WI  
3rd - David Johnson, Naperville, IL

### PANTERA

1st - Doug Kim, Minneapolis, MN  
2nd - Will Wears, Marshalltown, IA

### BOSS 302

1st - Ray Gloner, Newton, IA  
2nd - Greg Carlson, Rock Island, IL  
3rd - Doyle Hooks, Stephenville, TX

### BOSS 351

1st - Jeff Rowers, S. Dakota, IL

### 1964-1968 MUSTANG - STOCK

1st - Kamrod Grant, Albion, MI  
2nd - Daniel Biles, Bloomington, MN  
3rd - Russel Kruger, Macon, ND

### 1964-1968 MUSTANG - MODIFIED

1st - Mike Hamby, Williams Bay, WI  
2nd - Terry Cobby, Stevens Point, WI  
3rd - George Plueger, Kenosha, WI

### 1969-1973 MUSTANG - STOCK

1st - David Wimmer, Sheboygan, WI  
2nd - Steve Horvath, Green Bay, WI

### 1969 - 1973 MUSTANG - MODIFIED

1st - Mark Messer, Elk, NE

### 1974-1985 MUSTANG - STOCK

1st - Fritz Dowe, Port Washington, WI  
2nd - Mark Sullivan, Gordale Heights, IL  
3rd - Kim Ramon, Marshalltown, IA

### 1974-1985 MUSTANG - MODIFIED

1st - Joe Molinaro, Freeport, IL  
2nd - Randy Rowell, Rockland, WI  
3rd - David Marshall, Plymouth, WI

### 1986-1997 MUSTANG - STOCK

1st - Philo Sagimora, Plainville, NY  
2nd - John Lutz, Des Moines, IA  
3rd - James Enger, Schaumburg, IL

### 1986-1997 MUSTANG - MODIFIED

1st - Ray Hixon, Muliken, MI  
2nd - David Brown, Johnston, IA  
3rd - Nathan Helm, LaCrosse, WI

### SPECIAL EDITION MUSTANG - FORD BUILT

1st - G. Padgett, Galesburg, WI  
2nd - Dennis Tene, Ann Arbor, MI  
3rd - Charles Polch, Channahon, MN

### SPECIAL EDITION MUSTANG - NON-FORD

1st - Susan Robinson, Cascade, WI  
2nd - Dennis Shouler, Liberty, MO  
3rd - Lea Darnan, Maple Plain, MN

### COBRA KIT CAR

1st - Ray Allen, New Braunfels, TX  
2nd - Steve Routhon, Rahall, NY  
3rd - Ron Kramt, Barren, WI

### SPECIAL INTEREST

1st - Sue Muller, Freeport, IL  
2nd - Wade Friesler, Kils, WI  
3rd - Alan Geschke, Union Grove, WI

### SPECIAL INTEREST COMPETITION

1st - Kim McArthur, Toronto, ON, Canada  
2nd - Greg Adams, Moorhead, MN



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The sheriff directed everyone in the tent to immediately move to the pedestrian tunnel under the start/finish line. The wind picked up, blowing through the tent and making a shambles of the food line. Lights strung up around the tent's perimeter began popping like flashbulbs. Carroll Shelby was hustled to a car and driven off the grounds.

The main worry was the sea of aluminum enclosed trailers in the paddock. It is a well-known fact that tornados usually strike trailer parks. The thinking is that they are somehow attracted by aluminum which is used in the construction of mobile homes. It was all too easy to imagine aluminum trailers being tossed around and spinning through the air like chaff in a bombing raid.



## CONCOURS COMMENTS

— Paul Zimmons, Concours Chairman

The Concours for SAAC-22 was a resounding success and, as usual, featured spectacular cars in flawless states of restoration. The Concours also included multiple entrants in the Survivor Class, and this is always gratifying. These cars, while not as shiny and methodically detailed as the others, are valuable from a historical perspective. They are examples of cars they way they originally were.

On Thursday morning, the final day of the convention, the faithful met to stake out the different areas for the individual classes of concours entrants. The skies were dark and clouds appeared heavy with rain (although some of that darkness may have been clouds of mosquitoes). At precisely the prescribed time, as if by magic, the concourse cars arrived and were proudly displayed at their assigned stations.

Even with the threat of rain, the judges were steadfast in their commitment. They gathered in their respective groups and began the serious task of judging the entries. And as they did, the first hint of rain arrived. To the credit of each concourse entrant, not a single one withdrew their car and the judging continued. Two Cobras, one with leather seats and one an open competition car, remained in place until the very end of the judging, both examples of real fortitude.

The judges sought what rain gear was available and continued undeterred — including a thorough evaluation of the underside of each car being judged. The evaluation process consumed several hours but the judges and entrants stuck with it. When the sun eventually broke through it produced smiling faces but still soggy judging sheets.

Each of the cars entered in the Concours exhibited a remarkable high degree of restoration. Of particular interest were some of the documented variations, which made some of the cars virtually one-of-a-kind. This uniqueness proved enlightening and was food for thought in several judging categories. It seems each year brings something new to be learned by

all of us, and this continues to make SAAC's Concours both stimulating as well as enjoyable.

The Concours was also unique because it inaugurated Division II (informally known as "Concours Lite") which, in essence, requires the same degree of workmanship while allowing for the use of reproduction parts in certain areas. Considering that SAAC-22 was the first presentation for this division, it was well accepted and attended. It should prove to be an area of further growth at future conventions.

As usual, I would like to personally thank the participants and judges. As in past years, the participants were knowledgeable about their particular cars and showed intense enthusiasm for the work they had done. This year's judges were: Cobra & Competition Class - Dirk Gasterland (WI) Head Judge, Craig Conley (CA), Erik Gustafson (WI); '65 Shelby - Bill Shannon (ID) Head Judge, John Brown (OK), Jim Nance (MO); '67 Shelby - Paul Neitzke (WI) Head Judge, Bob Gaines (MO), Les Norlon (WI); '68 Shelby - Mike Shally (IL).

### SAAC-22 CONCOURS WINNERS

Ron Quintana Cincinnati, OH	427 Cobra, CSX3348	Division I	Silver
Grant Miller Newark, CA	'66 GT350, 58477	Division I	Bronze
Barry Burstein St. Louis, MO	'68 GT500 KR	Division I	Gold
Dana Bauer Cross Plains, WI	427 Cobra, CSX3189	Division II	Gold
Red Scudder La Jolla, CA	289 Cobra, CSX2506	Division II	Silver
John Farr Cullman, AL	'67 GT500, 67400F8U00726	Division II	Bronze
Kevin Moore Elyria, IA	'67 GT500, 67400F8U00097	Division II	Bronze
Red Trombaczuk Lansing, IL	'67 GT350, 67300F4U00036	Division II	Silver
Earl Trindle Chestnut, NC	'68 GT350, 8T02J149261-01090	Division II	Gold
Doug McIntyre Vernon, WI	'68 GT500KR, 8T02H306132-03226	Division II	Silver
Bob & Mary Van Cleave Angola, IN	'68 GT500KR, 8T02H306132-03290	Division II	Silver
Mike Dice Madison, TN	'70 Boss 302, 8F02G151782	Division II	Gold
Craig Love Alhambra, IA	'69 Boss 302, 8F02G173029	Division II	Gold
John Constable Elyria, OH	Comp 289 Cobra, CSX2487	Division II	Gold
John Constable Elyria, OH	Comp GT40, P1045	Division II	Gold
Larry Horning Dallas, TX	'68 GT350, 8T03J116056-00302	Survivor	
Hank Williams Los Angeles, CA	289 Cobra, CSX2227	Survivor	
Thomas Machi Waukegan, WI	'67 GT350, 67301F5A00156	Survivor	
Red & Bob Harrold North Canton, OH	'68 GT500KR, 8T02H301718-02267	Premiere	
Ron Quintana Cincinnati, OH	Comp 427 Cobra, CSX3025	Premiere	

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The path of the tornado veered away from the track at the very last minute, avoiding a disaster of immense proportions. That didn't save the meal, however. Everyone fled the tent before the first bratwurst could be consumed. Anyone requesting a refund of their meal ticket after the storm had passed was advised that the meal's cancellation was due to "an act of God." The food was already paid for; there was nothing we could do.

Following dinner, a program of guest speakers had been planned. Included would have been Bill Paul, the owner/driver of the last GT350 to actively compete in SCCA racing (his car was on display all weekend); Cobra team driver and perennial convention guest Bob Johnson; Chuck Cantwell; and GT350 and Trans-Am driver Tom Yeager who had logged many miles on the R-A track over his career. Carroll Shelby would have capped things off. Going on the seventh year after his heart transplant, he was still very much active. He had been telling stories about his escapades at Road America as a driver and was expected to relate some of these to the audience. Unfortunately, that was not to be.

On Thursday the track was taken over by the Brian Redman International Challenge. SAAC's concours and popular vote car shows occupied most of the day. Aside from Wednesday evening's tornado, the weather had been hot and sunny – perfect for a convention. Our records showed that about 2,200 people had attended.

Head Judge, Gary Campbell (WA), Nikki Dies (TN), Rod Harold (OH), Larry Kilgore (NC); 89-'79 Shelby Ed Meyer (IN) Head Judge, J.D. Dudley (IN); Boss Class - Ken Bramlett (IN) Head Judge, Martin Weisman (TX), Kerry White (WI), Bill Wickus (IL). Due to an unforeseen, last minute change, Paul Neitzke stepped forward to head the '67 Shelby judging team. His efforts were greatly appreciated.

Special thanks also to Joyce Yates, Mike Shelly, Trish Judeon and John Guyer who put in many hours of hard work before, during and after the concours.

Next year, at Charlotte, we can look forward to a covered judging area and we expect to see the maximum of 8 cars entering both Division I or Division II competition. If you have an interest in being a Concours Judge at SAAC-23 in Charlotte, please contact me. We're always looking for fresh talent! **Paul Zimmons, 9801 Sorrel Ave, Potomac, MD 20854; 301-983-5128 after 5 pm; fax 301-983-5129.**

#### SAAC-22 - ROAD AMERICA - AVERAGES BY CLASS

Class	Authenticity	Workmanship	Total	High	Low
Cobra	277.0	145.0	422.0	437.0	413.0
1965-66 Shelby	275.0	132.0	407.0	380.0	380.0
1967-68 Shelby	275.1	137.4	412.5	419.0	383.0
1969 Shelby	261.5	140.7	402.2	420.0	414.0
Boss	291.5	147.5	439.0	452.0	437.5
Competition	284.5	147.5	432.0	437.5	425.5
<b>Total Averages</b>	<b>274.3</b>	<b>141.9</b>	<b>416.2</b>		

#### OVERALL POINT AVERAGES — ALL CONVENTIONS

Year	Max Pts	Authenticity Avg	Workmanship Avg	Total	
1997	450	274.3	141.9	416.2	SAAC-22, Road America, WI
1996	450	273.6	141.6	415.2	SAAC-21, Leno Rock, CT
1995	450	259.1	135.3	394.4	SAAC-20, Adams, GA
1994	450	256.3	135.7	392.0	SAAC-19, Indianapolis, IN
1993	450	250.4	142.2	392.6	SAAC-18, Watkins Glen, NY
1992	450	255.3	126.8	382.1	SAAC-17, Potomac, MD
1991	450	258.5	126.0	384.5	SAAC-16, Charlotte, NC
1990	450	256.1	130.1	386.2	SAAC-15, Dearborn, MI
1989	450	271.9	127.8	399.7	SAAC-14, Hickory, PA
1988	450	258.9	127.1	386.0	SAAC-13, Santa Rosa, CA
1987	450	278.2	135.5	413.7	SAAC-12, Charlotte, NC
1986	300	180.0	100.0	280.0	SAAC-11, Dearborn, MI
1985	300	174.0	100.5	274.5	SAAC-10, Great Gorge, NJ
1984	300	167.0	77.3	244.3	SAAC-9, Annapolis, MD
1983	300	163.0	74.0	237.0	SAAC-8, Dearborn, MI
1982	300			248.5	SAAC-7, Dearborn, MI



Graet Miller, #5177



Thomas Muehl, #00138



Rud Trembeckowski, #0056



Doug Malmquist, #0285



Hank Williams, CSX227



Rud & Bev Harold, #02267

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John Conestable, P1045



Ned Seasholtz, CSX2306



Larry Herwig, #00502



Ken Quintenz, CSX3025



Nikki Dies, #181782

**The SHELBY AMERICAN #66**



Barry Bernstein, A04202



Bob & Mary Van Clieve, #00350



John Conestable, CSX3487



Kevin Moore, #597



Rud Tindal, #1091







# The Checkered Flag

## DR. RICHARD K. THOMPSON

September 14, 2014

Dick Thompson, known as “The Flying Dentist,” was one of the earliest serious sports car racers in this country. His first race was the inaugural 12-Hours of Sebring in 1952. He and a friend drove his MGTD from Washington D.C., finished eighth overall in the race and then drove it back home. He continued racing until retiring in 1968 and in those 16 years he won nine SCCA National Championships. Thompson, a fourth generation Washington D.C. resident, was a dentist in the Navy during WWII and then joined his father’s practice when he returned to civilian life. He took a liking to sports cars and began driving in competition in the early 1950s.

In those days, sports car racing was like a large fraternity where everyone got to know everyone else as their paths crossed continually. While SCCA national and regional races were shorter sprints, usually only a half-hour in length, the longer events like Sebring, Daytona, Bridgehampton and Watkins Glen (not to mention races in Europe) required at least two drivers. Experienced drivers like Thompson who may not have had a car for a specific race found no problem getting a ride with someone who did.



Thompson was probably best known for driving Corvettes, which accounted for five of his national championships (1956, 1957, 1960, 1961 and 1962). In 1957 John Fitch invited him to join the GM team at Sebring where he finished second in class. He became one of Briggs Cunningham’s drivers in Lister Jaguars, Corvettes and Maseratis. Gulf sponsored its first GT40 in 1965 and Thompson was asked to drive it. He also drove the Essex Wire 427 Cobra in a few USRRC events. When Ford needed a dozen drivers in 1966 for their GT40 armada at LeMans, Thompson was one of those tapped to drive a MK II. He also raced a 1965 Mustang notchback in the first Trans-Am event. Shelby put him on the Cobra Team in 1965 and he drove a Daytona Coupe at LeMans. In 1967 he was one of Shelby’s Trans-Am drivers.

He also drove a Gulf Mirage in five European races. He said his race in the rain in 1967 at Spa in Belgium, when he



was slipping, sliding and hydroplaning all over the track, contributed to his decision to retire two years later when he was 49. His final drive at LeMans was in 1968 at the wheel of the Howmet TX turbine.

Thompson was inducted into the Corvette Hall of Fame in 2000 and in the LeMans Drivers Hall of Fame in 2007. On occasion he was invited to drive in vintage races, in cars he had originally raced.

Automotive writer/photographer Art Evans said of Thompson, “Although he always exhibited skill, courage and stamina, he was known as a consummate gentleman both on and off the track. He raced just for the joy of it.” He was retired, living in Florida when he died of pneumonia at 94.





## JOHN KIEWICZ

January 6, 2015

SAAC member John Kiewicz of Los Angeles, California was killed in a motorcycle accident in Malibu, California. His death was a shock to everyone who knew him and to a person he was described as “a real car guy.” If you talked to “Kiwi” you would never know he was a test driver for Hennessey and held more than a dozen world records including a Guinness Book of World Records for 0-300 mph in one a Hennessey street car unless you read it somewhere or someone else told you. You wouldn’t hear it from him. He was that kind of a guy.



Kiwi had a deep appreciation and knowledge of cars of all kinds but he especially liked Shelybs and Cobras. He was tremendously clever and had a wicked sense of humor. He served as senior editor at *Motor Trend* for ten years and had expensive experience in automotive public relations, corporate communications and advertising. He was also ad Adjunct Professor in photography at the Brooks Institute.

In 2006 *Motor Trend Classics* magazine did an extensive article on the movie “Gumball Rally” which Kiwi participated in. We contacted him after seeing it to ask permission to use parts of it in *The Shelby American* and he could not have been more helpful. The back and forth with him was most enjoyable. Everyone who came into contact with him will certainly regret the loss. John was 44.



## ERNEST ROBERT HEMMINGS

February 25, 2015

There isn’t a car enthusiast worthy of the name who hasn’t heard of *Hemmings Motor News*. But almost no one knows the origins of the publication. It was started by Ernie Hemmings in Quincy, Illinois. He was born in 1926 and passed away in a Quincy nursing home in February from hypertension and congestive heart failure. He had been in failing health and died in his sleep. He was 89.

In 1945 Hemmings took over his father’s parts business in Quincy, supplying Model T and A Ford parts before these cars were considered “collectibles.” When he returned from Korea in 1952, interest in collecting and restoring older cars was increasing. Hemmings transformed a mimeographed mail order catalog into a monthly newsletter that initially accepted free classified ads. It struck a cord and the subscription list gradually



grew from 200 to more than 40,000.

Issues also grew to more than 500 pages with a color cover and more than 80 pages of editorial content. It was printed on newsprint so thin you could practically see through it and the type was so small it gave many oldtimers headaches. The magazine eventually billed itself, accurately, as “the world’s largest antique, classic, vin-

tage, muscle, street rod and special interest auto marketplace.” Putting each issue together consumed so much of his time and energy that Hemmings was never able to have a project car of his own. His son Trent recalled that over the years he had an assortment of vans and pickup trucks and all types of American sedans. Most were common and unadorned. His biggest extravagance was when he purchased a car with heated seats.

In 1969, classic car enthusiast Terry Erich purchased the magazine and moved it to his hometown of Bennington, Vermont. At that time Hemmings had 40,000 subscribers. Today’s circulation is over 200,000. The magazine has 100 employees. Erich passed away in 2002 and the publication was purchased by American City Business Journals. An online version includes 19,000 classified ads, mostly from dealers. The printed version is still popular. Ernie Hemmings was 89.



## BILL HEINSON

March 7, 2015

When SAAC was started, one of the first members was Bill Heinson. He was from Moxie, a small town in eastern Washington. We had been worried that SAAC would become a northeast-based club but owners and enthusiasts from all over the country signed up. Bill maintained his SAAC membership for the rest of his life.



Always interested in performance cars, he bought a 289 Cobra (CSX2580) in 1977. The car had been in a serious accident and within two years he had traded it for an early '65 GT350, #5026. He estab-

lished himself as an authority on Holley carburetors and wrote a couple of detailed articles about them in *The Shelby American*.

Bill was 67.

## DENISE McCLUGGAGE

May 6, 2015

The grande dame of American sports car racing has passed away and there is no replacement waiting in the wings. When Denise McCluggage graduated from college in the early 1950s she took her first job working at the *San Francisco Chronicle*. She began hanging out with sports car enthusiasts and in short order was seduced by a black MG TC, which she described as "a loose roller skate of a car." And just like that she was hooked for life. She began attending sports car races, got to know the drivers, bought another MG TC and then moved to New York to work at the *New York Herald Tribune* in 1954. With sports car racing in this country just beginning to take hold, she got a helmet and went racing in a Jaguar XK140. Female drivers were considered charming curiosities at that time and few were taken seriously. Occasionally they were placed in ladies-only "powder puff" races. Despite the condescending treatment given to all females in the sport, McCluggage enjoyed racing too much to be dissuaded. She was eventually recognized, during this "Golden Age" of racing, as a contemporary, both as a driver as well as a writer.



As a writer/driver, McCluggage moved easily around the top drivers in the 1950s. From left, GP drivers Fangio, Moss, Rodriguez, Ireland and Bucknum.

She raced in some of the most best known events of the day: Sebring, Nassau, Daytona, the Nurburgring. At Sebring in 1962 she won the GT class in a Ferrari 250. She and co-driver Anne Hall won their class in the Monte Carlo Rally in 1964 in a Falcon. She began writing for *Autoweek* at the very beginning and continued to do so until she passed away. She seemed to know everyone in the sports car racing world where she was admired and respected. Along the way she also found time to write several books. She was inducted into the Automotive Hall of Fame in 2001 and won both the Ken Purdy Award for Excellence in Automotive Journalism and the Dean Bachelor Lifetime Achievement Award. Denise was 88.



## CHUCK GUTKE

July 11, 2015

When the Cobra/Shelby hobby was in its infancy, Chuck Gutke realized that repairing Cobras was a bit more than the average owner could do by himself. This was before the word "restoration" had gained the meaning it has today. In 1977 he started Cobra Restorers in Kennesaw, Georgia and almost overnight became very busy repairing and rebuilding Cobras. This was back when finding replacement parts was something that would give Sherlock Holmes pause. In the intervening years, more and more Cobra



When replica Cobras became popular a lot of enthusiasts who wanted one didn't have the expertise or interest in building one of their own. They turned



to specialty shops like Cobra Restorers to produce show-quality examples that they could drive with pride. When vintage racing gained popularity, Chuck was in the right spot. The first large sanctioning body on the east coast was SVRA (at that time the Southeastern Vintage Racing Association) in Florida. Chuck began competing in CSX2373, which he had acquired after its restoration costs had exceeded its owner's budget. It was a good advertisement for his business as well as being an enjoyable hobby. Chuck campaigned the car in most SVRA events in the 1980s and early 1990s. Cobra Restorers continued to thrive and was soon doing hot rod work as well as Cobra and Shelby restoration and race preparation.

Chuck was always a SAAC supporter and in the club's early days served as a Georgia Regional Representative. He helped plan and run a number of large regional events at Callaway, Georgia. He also served as the club's Regional Rep Coordinator for a time.

Chuck was born in Wheaton, Illinois in 1938. He was an Eagle Scout and after attending the University of Miami, he joined the Marines where he was a helicopter mechanic. He served a tour in Vietnam as a helicopter door gunner. After graduating from college he took a job as a professional water skier at Cypress Gardens. He also flew helicopters and fixed-wing aircraft. In 1994 he was honored as the pilot with the most Angel Flight missions in the U.S. (Angel Flight is an air ambulance service for patients unable to fly commercial.)

In the last couple of months his health began to deteriorate and he was diagnosed with lung problems. There was no cure and after being stabilized with only 25 percent lung capacity, he was moved back home in hospice care. He maintained contact by email with a group of friends and never once complained about his health problems. He continued to be upbeat and in good spirits. He passed away quietly. He was 76.

## DEAN WHITE

July 27, 2015

Dean was the original owner of 6S326 and had it until 2014 when he had to sell it due to failing health. He was an active member of SAAC's New England Region. He purchased the car at Harr Ford; it originally had an automatic transmission but he swapped that for a four-speed in 1979.

He graduated in 1965 from the Worcester Polytechnic Institute with a master's degree in civil engineering. He worked as an engineer at Alden Research Laboratories in Holden, Massachusetts until he retired after almost forty years.



Dean was a commander in the Navy and served in Vietnam. He passed away after a long battle with the twin demons of Alzheimer's and Parkinson's. Dean was 73.



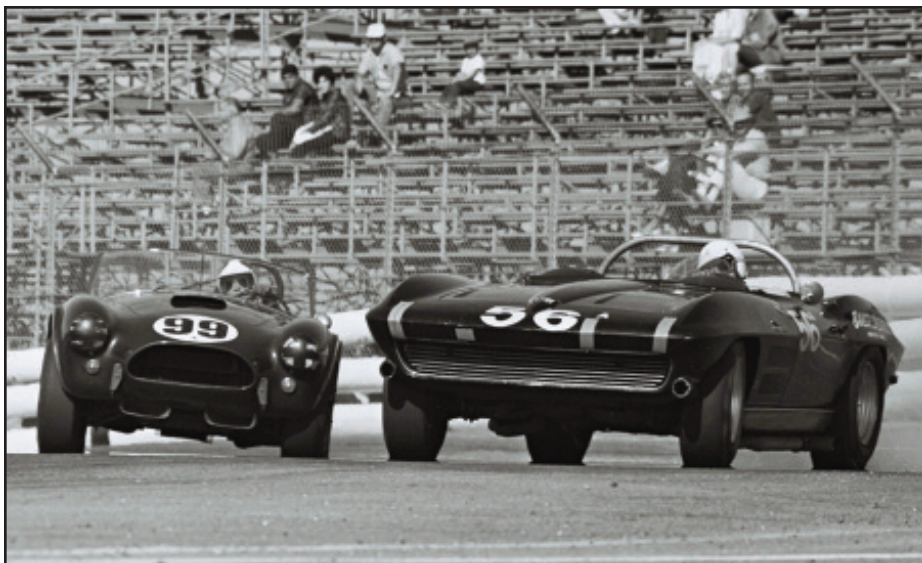


## DICK GULDSTRAND

September 2, 2015

Dick Guldstrand was another Southern California hot rodder who found a niche in the Corvette world and rose to the top. He wasn't called "Mr. Corvette" for nothing. We include him, here, because he was always a strong competitor for the Cobras on the road courses in Southern California. Had they not had strong competition they would not have been regarded as highly as they presently are.

He was a hot-rodder in high school; his father was an engineer and his mother was a vaudeville performer. He was influenced by both. He enjoyed the spotlight and was described as having never met a mike he didn't like. He attended Los Angeles City College and when the Korean War broke out he joined the army, studied electrical engineering at UCLA and joined the army during the Korean War. He was sent to the Ft. Bliss Missile Academy where he was assigned to work on radar systems. After attaining the rank of Technical Sergeant he was discharged and attended UCLA and studied engineering. He also studied electrical engineering at Pasadena City College and worked as an aerospace engineer through 1962. But he admitted that his heart was really in the ratty 1956 Corvette out in the parking lot.



Before he discovered Corvettes, Guldstrand drove sprint cars and midgets on the dirt tracks that dotted Southern California in the early 1950s. After getting an early V8 Corvette he quickly gravitated towards sports car road circuits and became a top competitor. From 1963 to 1965 he won three consecutive SCCA Pacific Coast championships. The Cobras were tough competitors but instead of giving up, he worked harder and drive faster. He was noticed by Zora Duntov and Roger Penske and drove for both of them. In 1966, teamed with Bob Bondurant, they set a track record at LeMans in a 427-powered Corvette Coupe. In Penske Grand Sport he finished 1st at the Daytona 24-Hours.

In 1968 he opened his own shop, Guldstrand Engineering, in Culver City, California. He was the go-to guy for Corvette owners and his shop was a magnet for Corvette owners like James Garner, Bruce Springsteen, Nicholas Cage and Arnold Schwarzenegger. The mechanical improvements he made helped Corvettes to handle better at high speeds.

After he gave up driving his shop concentrated on preparing Corvettes for SCCA racers, vintage Corvettes and eventually tuning customer cars. He produced



a handful of Corvettes to his own specifications, including the S80 in 1986 and the GS90 in 1995, based on the ZR-1. The last special edition was the Signature Edition Anniversary Corvette, a 500-horsepower monster he unveiled in 2003, the car's 50th anniversary.

In 1999 Guldstrand was inducted into the Corvette Hall of Fame at the National Corvette Museum in Bowling Green, Kentucky. He continued to operate his shop into 2015 and was a popular personality at reunions, car shows and vintage races, and frequently spoke at car club gatherings. He passed away at his North Hollywood home from natural causes. He was 87.







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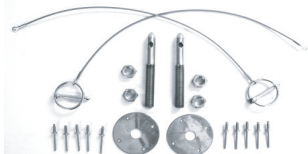
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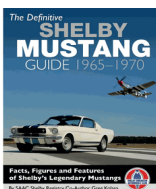
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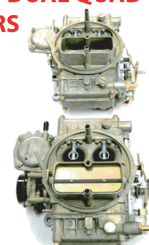


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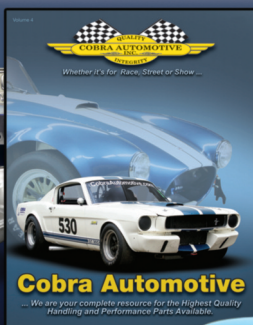
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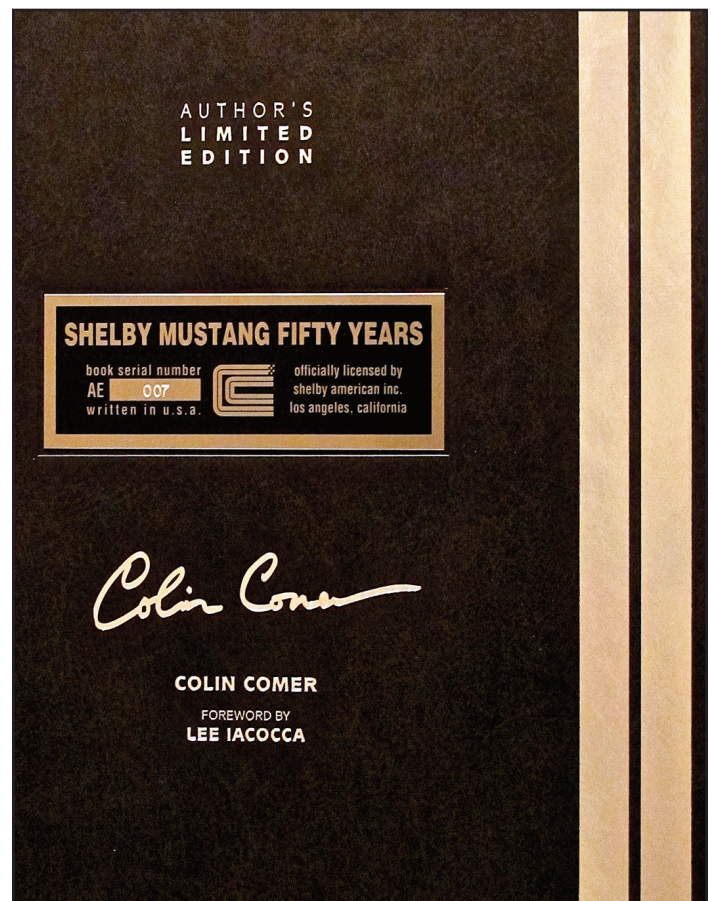
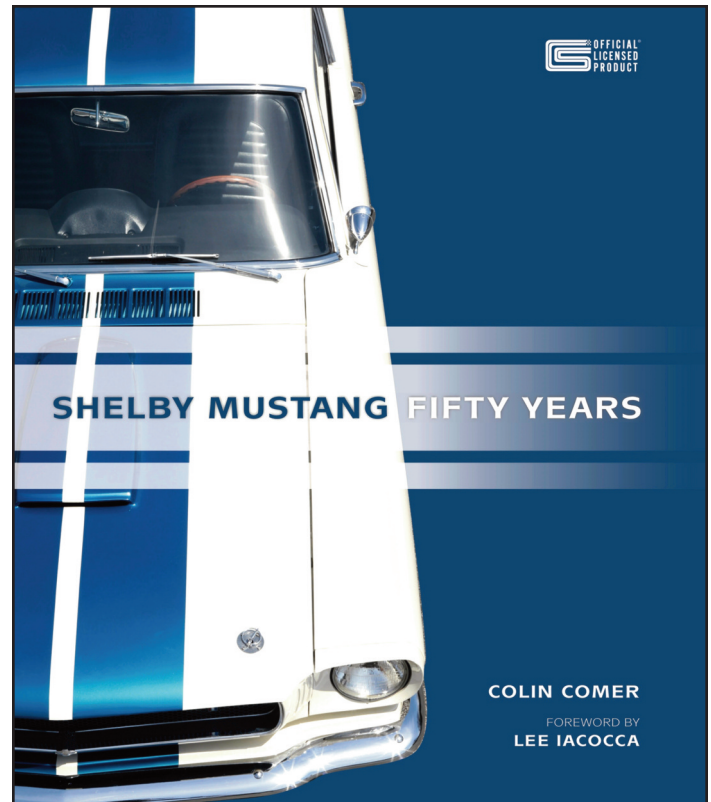
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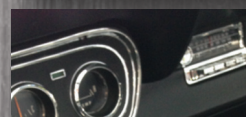
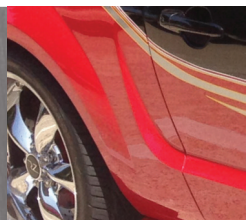
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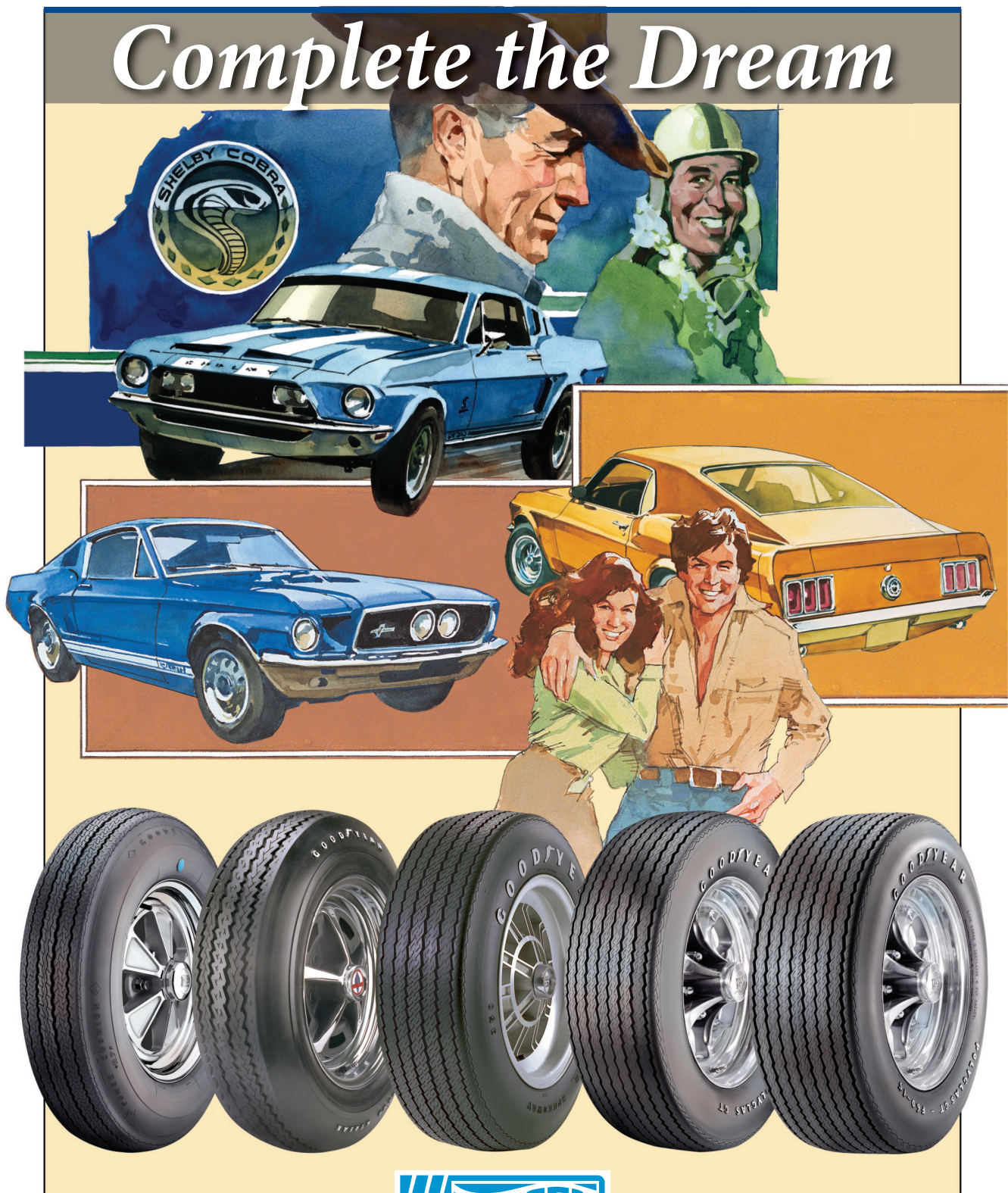
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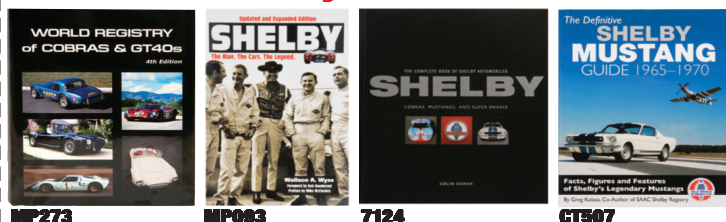
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World Registry: Cobras and GT40s 4th Ed.	The Complete Book of Shelby Automobiles
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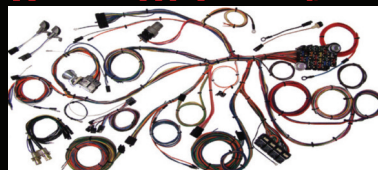
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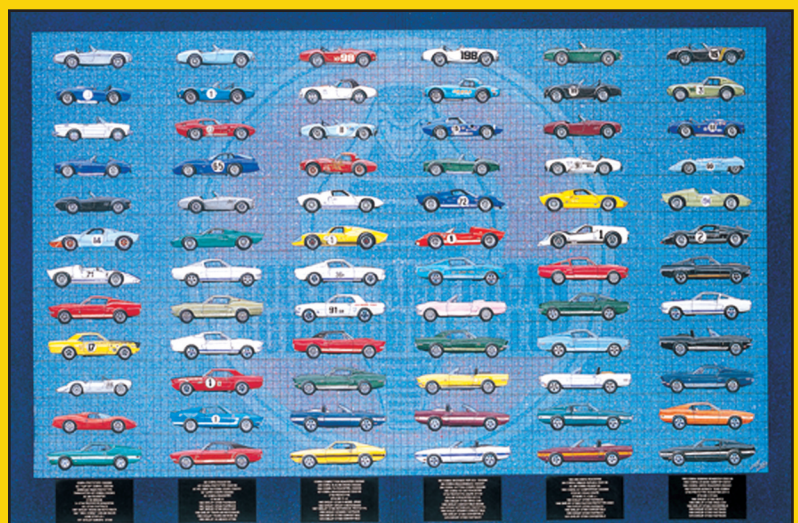
# SAAC HOLLYWOOD POSTERS

They're still available, but not from us. We began this project in 1995 when we contacted artist Larry Gardinier with the idea to do a series of posters that resembled Hollywood B movie posters. Gardinier is a master with the airbrush and he would eventually create a dozen different posters. We felt it then and we still feel today that these are the nicest Shelby related posters ever made. We had them made in a 16" x 20" size for two reasons: first, this was a common picture frame size and second, they wouldn't take up as much room as a three-foot poster.



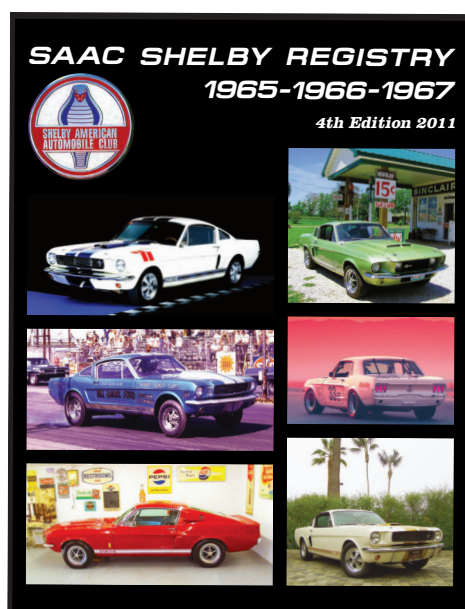
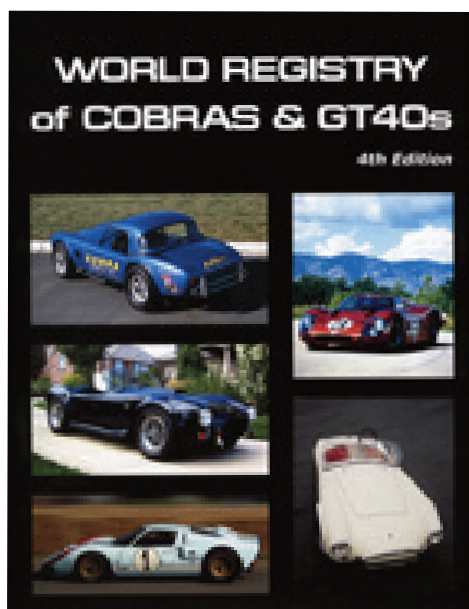
The large 24" x 36" "Shelby Decade" poster is also a Larry Gardinier creation. All of these posters are now available from him directly. For ordering details and prices go to:

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Member for life? Not really. Think of the club as a bus ride. You pay for your ticket (annual dues) and you take a seat on the bus. The ride only lasts so long. Then you have to get off and if you want to keep going you have to buy another ticket. You can't keep riding on your original ticket forever. That's how the club works. It's a pay-as-you-go deal. And we hate to leave you standing on the side of the road as the bus takes off, leaving you in a swirl of exhaust and road dust.



A lot of this surprises us, even after forty years. How do you explain former members (yes—we're sorry to say, that's the way we describe them) continuing to display SAAC stickers on the windshield of their car? Why do some former members still order these stickers? We don't get it. We check the name of everyone who orders stuff from SAAC, just out of curiosity, to see if they are on the membership list. But we can't explain why a non-member would want a SAAC sticker, unless he or she doesn't consider themselves a non-member. If we discover the answer to this, we'll tell you.

The club is now forty years old. In car years that's almost 500,000 miles. What fuels our enthusiasm is your enthusiasm. Over the last forty years SAAC has probably had 20,000 members. That's just a guess because we don't keep information like that. We wish we did, but back when the club began we were just happy it was successful. We weren't thinking that far down the road. We also wish we could identify everyone who has been a member since 1975 and never let their member slip. But we don't have that information, either. There can't be many.

The bottom line is that each membership matters. Membership dues pay the freight and enable SAAC to continue our goals: the preservation, care, history and enjoyment of these cars. That has not changed in forty years.

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