

# THE SHELBY AMERICAN





# The SHELBY AMERICAN #107

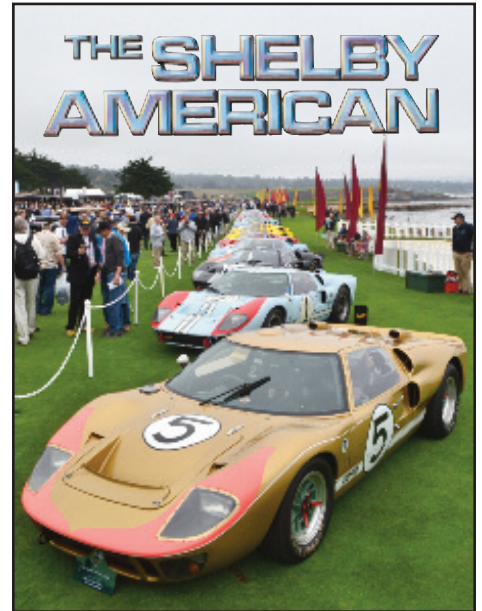
*The magazine of the Shelby American Automobile Club*



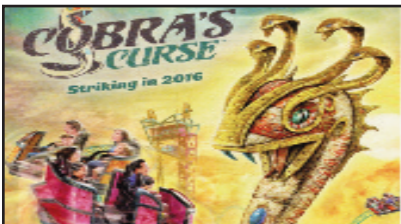
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## Fall 2016

**ON THE COVER.** The 50th Anniversary of Ford's 1966 LeMans Victory was celebrated by a special "GT40 Victory at LeMans 50th Anniversary" Class at this year's Pebble Beach concours. The cars invited were all former race winners (with the exception of a MKIII, included to provide a sampling of all GT40 models). The Lords of Pebble don't have to do much arm-twisting to get the cars they would like to see on their show field, such is the prestige of being invited to this event. We're guessing (although we don't know for sure) that transportation and insurance costs for each car are taken care of along with the highest level of credentials. Our man on the scene, Bill Fulk, captured the perfect photo on Sunday morning, just prior to his being grabbed by the collar by tossed behind the ropes with the rest of the proles by Pebble's Security Gestapo.



**THE MAIL SAAC.** 14 pages. GT350s tangle at Spa in Belgium. Ever wake up with the desire to have a 4-foot Cobra of your own? We have details. Did Bill Cosby have a '66 GT350? We'd ask him for details but he has bigger things to worry about. You'll never again look at a hood scoop the same after seeing the new GT350R2's hood. New Ford GT 1966 Heritage model? Yes, and it's Matte Black. The Flip-Top Cobra: haven't we seen that somewhere before? Maybe we're all in a Twilight Zone episode. And two CSX2000s? Uh oh. Call the lawyers.



**SHELBY AMERICANA.** 9 pages. Ride all four of the Cobra's Curse rollercoasters in Florida and win a prize. One of the four master eagle eyes tosses in the towel. Which one washed out? We name names. He was replaced with another candidate but is this just a flash in the pan? We shall see. Pardee nosing around in a gallery in the Czech Republic? This guy doesn't miss a thing. Snakeskin pattern ladies' shoes. Does Patty Hearst have a cobra connection? What does a pregnant stand-up comedienne have to do with a baby cobra?



**THE GREATEST (GT40) SHOW ON EARTH.** 5 pages. The annual Pebble Beach Concours d'Elegance is arguably the foremost concours event in this country. And maybe in the world. Just having your car there sets it apart from all the rest – forget winning anything. So how do you reduce the 200-odd creme de la creme of classic and exotic automobiles to the equivalent of a used car lot inventory? You invite seventeen of the most historical Ford GT40s to form a special class to commemorate the 50th Anniversary of their 1-2-3 LeMans victory.



**THE HORSE YOU RODE IN ON.** 4 pages. 6S2186 has quite a story. When the same car has been involved in a couple's life for 47 years, it plays a central role. You buy a '66 GT350 when you are seventeen, then meet the girl you will eventually marry. The car is your only transportation for school...you use it to teach your wife to drive a stick shift...you drag race it... and then you park it. For a long time...30 years or so. A house and three daughters take precedence. But then it's time to restore it and start driving it again. What a story!





**COBRA TOUR 2016, OHIO EDITION.** *3 pages.* Wherein the owners of fifteen original Cobras spend a few days driving through some of the most scenic back-roads in the country. Where? In Southern Ohio's Hocking Hills. Car mags like *R&T* and *C/D* use it for road tests but they don't tell too many people about it because they don't want the roads to get crowded. Well, sorry – the cat is out of the bag now. You like Cobras? Here are pictures of fifteen of them and they are not museum pieces or garage queens.



**SHELBY SERIES 1.** *12 pages.* Shelby's 1999 Series 1 was touted as CS's first "clean sheet of paper" sports car. On a personal level, it was supposed to be proof that he still had what it takes. But times had changed and while the Cobra had been a magical story, it was matter of being in the right place at the right time. With the Corvette emerging as a state-of-the-art American sports car and the Viper a step behind it, Shelby's sports car wasn't a slam-dunk. Here's the story, and there's a lot that isn't well known.



**A Remembrance of SAM SCOTT, A Founder of Bolus & Snopes.** *3 pages.* The other founder of one of the best known SCCA racing teams in the 1970s provides his thoughts on the passing of his best friend. If you're not sure who Bolus & Snopes were, we won't leave you hanging. We've included a brief history of the team that fielded a GT350 Hertz car, had a team dirigible and a steamboat, and brought some well-needed fun to amateur sports car racing. Their team mascot was a mule who may or may not have been kidnapped.



**MY QUEST FOR A FORD GT.** *3 pages.* One of the most difficult things about buying an '05-'06 Ford GT is making the initial decision. Then, you have to decide on the details: color, options, mileage, etc. Once you've done that it's just a matter of plotting a course and then sticking to it. SAAC member Rick Thompson shares his story with us, and it's an interesting one. It's a lot different from going to a used car lot or sitting in the bidder's area at an auction. If you want a GT there's an intelligent way to get one. At this level you don't want to leave much to chance.



**GREENWICH CONCOURS D'ELEGANCE.** *2 pages.* This show was only a couple of hours away, and it was a terrific day so we decided that, yes, we needed a car fix. And there was also that '66 GT350 at the auction that was lighting the Internet forums up like a runaway Christmas tree. It was basically a car that was driven until the early 1970s and then parked and left to rust. The owner passed away and the family wanted to get rid of it. Imagine their surprise when that rusted derelict fetched more than \$150K. Yikes!



**JEFF BURG – SAAC's Ford GT Registrar.** *8 pages.* We'd be hard-pressed to find someone who is more of a "car guy" than Jeff Burgy. He was there when the earth started to cool; has had more cars than most of us including GT350s, a Pantera, '57 T-Birds and an ERA Cobra FIA; has been to every convention; and worked for FoMoCo for over 30 years. He is our go-to guy on the 2005-2006 Ford GTs, and we get him to recall how he became the Ford GT Registrar. Among other things.



**THE FLYING DENTIST.** *2 pages.* As the value of original Cobras continues to increase, we're seeing fewer and fewer of them being vintage raced. Ernie Nagamatsu seems to be on a one-man crusade to keep Cobras in the public eye, so vintage race spectators don't forget what they are. He has raced the car all over the U.S. as well as in England, Australia and New Zealand. And it's not just any Cobra: it was used in the Disney movie "The Love Bug" and the Elvis Presley films "Spinout" and "Viva Las Vegas." Hooray for Hollywood!





**KEEPING THE HOBBY ALIVE.** *3 pages.* Automobile hobbyists aren't born, they are made. And it takes generations. Young kids can share their parents' interest in and appreciation of cars if they become part of the "team." Bill Devlin explains how it works in his garage, and it makes you wonder why we're not seeing more of this. Maybe it's out there but we just don't see it. Whatever the case, it's something everyone with one of these cars needs to think about or else they will all become just rusting sheetmetal before anyone realizes it.



### **THE INCREDIBLE STORY OF THE LONG LOST TRANSMISSION.**

*3 pages.* Strange, but true: imagine buying a '66 GT350 in 1982 and discovering that the original transmission had been removed by a previous owner ten years before. You convince yourself that it is long gone when you comb the swap meets for a replacement. You find one and then, ten years later, you discover that the car originally had an aluminum case and cast iron tailshaft. And you discover a friend has an aluminum case. No, wait. it's THE aluminum case from your car.



**NEWS FROM OZ.** *2 pages.* Our Australian cousins sure do keep busy. It's hard to imagine the level of interest there is for Shelybys Down Under, especially when everything costs more and they have to rely, mostly, on the mail or FedEx to get anything. They nabbed the Best Club Display at a huge indoor car show in Melbourne. Just like the U.S., there are an increasing number of NewGen Shelybys in their shows and this bodes well for the hobby in general.



**THE LAST TRIP TO CHARLOTTE.** *11 pages.* We revisit SAAC-26. It was our last of four visits to Charlotte. The track is awe-inspiring, not only because of its physical presence but probably because we see it so often on televised NASCAR races. It's kind of neat to see those cars blasting around the track and thinking, "Yeah, I've driven there." But we have to admit, after three previous visits it was getting a little old. As much as members from the area would like SAAC to come back again and again, there are other tracks in other locations.



**THE CHECKERED FLAG.** *11 pages.* More bright lights go out. We should be used to this by now, because anyone who was actively involved in cars or racing in the 1950s and 1960s is probably 70, 80 or even 90 now, and that's the time they slip away. But when someone is still with us, you can't imagine the day that they're not. And there are no replacements for anyone.



Here's a thumb-in-the-eye to every Ferrari enthusiast. Spotted in the paddock at this year's Monterey vintage races by Harvey Sherman..

*"Show a little respect, son. That's an original Daytona Coupe."*







# The MAIL SAAC

## IDLING IN NEUTRAL.

Over the past year or so we have noted a quiet but steady increase in the values of 1965 GT350s. This is not to say there hasn't been a corresponding increase in the values of other year Shelys over the same time frame; we are just putting the 1965s under our microscope here.

A side note: it is not our intent to publicize prices. We have no desire to create any self-fulfilling prophecies. If SAAC were to say that, "1965 GT350s are worth X dollars (pick a number)" most '65s would suddenly be advertising prices in that neighborhood with owners justifying it because, "that's what SAAC thinks they're worth." If prices are going to rise, they can do it without our help.

Without pinning a value on any cars, we tiptoe around this subject because we think we may be seeing something happening with the values of these cars that reminds us of what occurred about thirty years ago, when Cobra prices began to really take off. In the 1980s, their rise had been steady but not meteoric. By the end of the decade, however, it seemed like every time a Cobra sold, it went for \$5K or \$10K more than the previous one. Keep in mind, this was before the instant, real-time communications afforded by the Internet. Back then, it took time for word to spread.

At any rate, when Cobra values rose to a certain level, it became very difficult for an owner, who had purchased his car years ago for, say, \$20,000 to justify not selling it for \$150,000. Very few owners were looking at long range appreciation, and nobody believed Cobras would sell for a million dol-

## THIS JUST IN: CSX2000 SELLS FOR \$12.5M

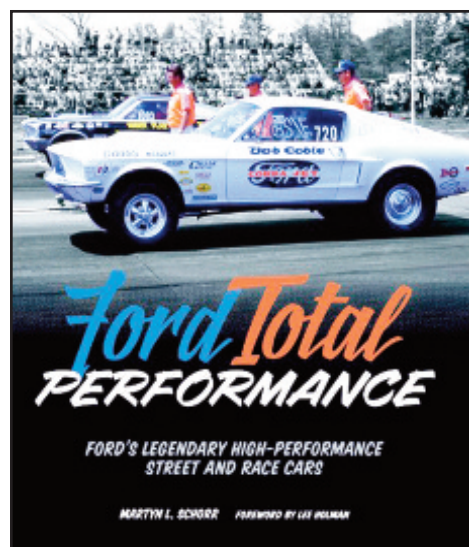
News flashed across the Internet on Friday night, August 19th that CSX2000 sold at the RM Sotheby's Auction in Monterey for \$12,500,000 (plus a 10% buyer's commission). The bidding started at \$5M and rose to \$10M where it stalled. Bids after that were slowly coaxed out of bidders until they reached \$12.5M and it was clear they would not go any higher

Predictions that the car would sell for \$22M to \$25M turned out to be little more than wishful thinking. Prices of most of the Shelby cars (CS's personal collection as well as other historical cars) seemed on the soft side. CSX2000 was purchased by the Larry Miller Collection and will be on occasional display at the Shelby American Collection in Boulder, Colorado.



## SCHORR'S FORD BOOK WINS SILVER AWARD

We are happy to report that SAAC member and long-time automotive journalist Marty Schorr of Sarasota, Florida, was recently awarded a Silver Medal for his book *Ford Total Performance* (reviewed in Winter, 2016 issue of *The Shelby American*). The presentation was made at the International Automotive Media Competition (IAMC) at the Concours d'Elegance of America in July. The event, held at the Inn at St. John's in Plymouth, Michigan was formerly known as the Meadow Brook Concours. Schorr was the editor of several performance car magazines in the 1960s, so he writes from experience. Kudos, Marty!





lars or more, thirty-five years down the road.

When someone with a Cobra was confronted by a serious buyer who offered seven to ten times what he had paid for the car a mere ten or fifteen years ago, he had to think long and hard about it. In most cases, the car had not been purchased as an investment but as just an enjoyable “hobby” car. But with it now being worth upwards of \$100K-\$150K, that’s exactly what it had become. That kind of windfall represented the cost of a house (or paying off a mortgage). Or the seed money to start that business you always thought about. Or the purchase of commercial property. Or the kids’ college fund. Unless you hit the lottery or received a sizable unexpected inheritance, that kind of life-changing money just didn’t come your way.

Of course, there were a handful of Cobra purists who looked at the owners who succumbed to the lure of the big bucks as “sell-outs” who were not true Cobra enthusiasts to begin with. Who knows what gave them the right to be so judgemental about other people’s lives? The point is that when the prices reached a certain level, there was a “sell-off” of Cobras and we detect a similarity, today, with 1965 GT350s.

Owners who have had their cars the longest, and who paid the least for them, will have the most difficult time resisting the siren song. If they look to history and see that if those selling their Cobras for \$150K in the late 1980s or early 1990s had waited until today, they might have had a \$1M payday. But who can be sure that if a 1965 GT350 owner waits until 2030, his car will follow the same trajectory as the Cobra and be worth \$1M? Stranger things have, of course, happened. But we look to Harry Callahan for advice at times like this. “*You have to ask yourself, ‘Do I feel lucky?’ Well, do you, punk?*”

## IT'S ALL ABOUT ME - SCREW EVERYONE ELSE



All it takes is one unthinking jackass to spoil a car show, and that’s what we have here, folks. Someone arrives early at the convention with their car on a trailer and unloads it. Instead of parking the trailer with all the rest of the trailers in another lot, he unhitches it, locks the tongue and leaves it in the middle of the spot where the popular vote show cars will be parked the following day. Then he promptly disappears, oblivious to the problem he has caused. After the show, he loads up and heads home. He was lucky because a couple of self-styled “vigilantes” were discussing putting a knife into the sidewalls of all four tires and filling the receiver lock with Krazy Glue, but they were talked out of it. If anyone can supply the name of the moron who owns this trailer we will be happy to print it in an upcoming issue and attempt to cause him as much public humiliation as we can. Think of it as karma.

## THE "OTHER" CSX2000 SURFACES

The first Cobra, CSX2000, never out of Carroll Shelby’s hands, sold at Monterey in August for \$12,500,000. How would you like to have paid that much only to see another CSX2000 turn up. Does anyone dare tell the new owner that there is a second vehicle out there carrying the same number? It’s a pretty safe bet that the two vehicles will never turn up at the same place at the same time... unless the Cobra stalls on a railroad crossing.



## YOU'RE NOT HALLUCINATING: IT IS A GIANT COBRA



Back in the 1980s this giant fiberglass coiled cobra was a sign that, as a Shelby memorabilia collector, you had gone off the deep end. A fiberglass artisan in the midwest created these statues and found a few buyers. They were painted any colors you wanted (usually to match your car) and if memory serves, they were about \$300 a crack – a ton of money for a large trinket back then. If you absolutely must have one today, expect to pay about \$1000. Still have the urge? Contact Jim Cowles: [jim@shelbyparts.com](mailto:jim@shelbyparts.com)





Keith Martin, editor and publisher of one of our favorite magazines, *Sports Car Market*, put forth an interesting opinion in his weekly email newsletter. Essentially he was suggesting that maybe it was time to prohibit historically significant and largely original vintage race cars from being put at risk in vintage competition. Cars that had already suffered damage or were otherwise not “original,” well, meh.

His idea, while maybe well-meaning, went decidedly against our grain. Do we detect the whiff of the nanny state, here? It seems to be trying to creep in, little by little, to nibble away at our liberties in other areas. A handful of politicians, bureaucrats and other unelected and unappointed ruling elites think that they know better than the rest of us what is best for us. It starts with very minor cues to change our behaviors, like making large soft drinks unavailable, eliminating salt from the tables on restaurants or forcing single occupant drivers into the snail lanes. It is a slippery slope.

If we were to accept Martin’s premise (and we certainly do not), who, exactly, would determine if a car was historically important enough to keep it from being raced. And who would decide if a particular car had a sufficient amount of previous damage or non-original parts that would allow it to race? Would the owner have any say in this determination?

It seems to us this is an example of someone attempting to assert control over the actions of others, based on their belief that they know best. We see it as a matter of private property rights. The owner is the only one who has the right to decide how his car should be used. If the nannies among us want to protect their vehicles by keeping them in a protective cocoon, let them. But leave the rest of us alone. Isn’t that libertarianism?

## SAAC-41 POSTERS: LAST CHANCE



Larry Gardinier created another convention poster for SAAC-41, based on the convention illustration he did for the event t-shirts. The posters sold faster than ice cream cones at a chili tasting festival. He still has a few left, so if you didn’t get a chance to invest in your art collection at Mid-O, or if you want to allow people to think you were there when they see one hanging in your garage, here’s where you get them. They come in two sizes: 11” x 14” (\$15) or the Garage Mahal size, 18” x 24” (\$45). All posters are signed by the artist so they are sure to appreciate after his demise (Spoiler Alert: he looks pretty healthy right now). Prices include shipping inside the U.S. (it’s slightly higher outside our borders). PayPal, credit cards, a check or cash.

Contact him at [gardinier@comcast.net](mailto:gardinier@comcast.net) or give him a call at 770-924-5722.

## PHOTO FROM SEMA’S ARCHIVES



The Specialty Equipment Market Association (SEMA) was formed in 1963 by nine people in the speed equipment business (it was originally called the Specialty Equipment Manufacturers Association but the name was later changed so the group did not appear so exclusive). Among the founders were Bob Hedman (Hedman Headers), Dean Moon, Vic Edelbrock and Phil Wieand (intake manifolds) and Roy Richter (founder of Bell Helmets and Cragar wheels). SEMA provides its members (currently 6,383 companies worldwide) with legislative and regulatory advocacy, professional development and market research. It also holds a major show in Las Vegas every November. SEMA’s newsletter recently included pictures from early shows. This one has Shelby American’s display but was mislabeled 1963. They didn’t have GT40s or Paxton superchargers at that time. The picture is likely from the 1965 show. The car is GT40P/1018.



## A TASTE OF THINGS TO COME?

"We have to park here for about an hour while the batteries get charged. You know, Billy, it wasn't that long ago that we used something other than electricity to power cars. This was back before you were born. It was a liquid called gasoline and it was refined from decomposed fossil deposits found thousands of feet underground. Over millions of years they liquified and had to be pumped to the surface. Then the liquid, called "crude oil," was shipped to large petroleum refining centers, sometimes in giant oil tankers a couple of football fields long.

"It came out as gasoline, a highly toxic, flammable and combustible clear liquid that had to be stored below the ground in large holding tanks at "gas stations" which were in every neighborhood – sometimes one on each corner of the same intersection. All cars had fifteen or twenty-five-gallon "gas tanks" that had to be filled from gas pumps at these gas stations about once a week. And gasoline wasn't cheap. It was about \$20 a gallon and you could only go about 40 miles on each gallon of gas."

"If it was so dangerous, Dad, how did they keep it from exploding or catching fire while it was being pumped into cars?"

"Believe it or not, fires at gas stations were pretty rare. People were usually pretty careful and they didn't allow smoking near gas pumps."



Jim Sfetko photo.

"What's 'smoking,' Dad?"

"Oh, you wouldn't understand, Billy. A long time ago people used to poison themselves by inhaling smoke from burning leaves. Anyway, once in a while a car would crash and the gas tank would rupture and explode in a huge fireball, but this happened mostly in movies and on television."

"What happened to all those cars that needed gasoline to run, Dad?"

"Well, Billy, the government outlawed them because they caused air pollution. They were replaced with cars powered by electricity and companies made retro-fit electric motors that could replace gasoline engines in cars. Like our Cobra, here. The old engine

weighed about 450 pounds and put out a little over 300 horsepower."

"What's the electric motor in our Cobra weigh?"

"It only weighs about 35 pounds, so to go just as fast as the car originally went in the 1960s it only needs to produce about 50 horsepower. That's about the same as our new leaf-blower."

"Where does the electricity that powers our Cobra come from? I know that one end is the power cord that we plug into the car to recharge it. What's on the other end?"

"Large electric generating companies produce the power by burning coal or natural gas and converting it into electricity, Billy. It flows through overhead wires and provides lights for houses and electricity to charge batteries. The batteries in the Cobra are a brand new technology. The Cobra takes four of them and each one weighs about 5 pounds. They charge up in about an hour and will provide power for the car to go about 400 miles before they need to be charged again. And they never need to be replaced."

"Don't those power companies that burn coal and natural gas emit pollutants into the air just like the old gasoline engine?"

"Hey! Lookee here. What do you know? We're charged up already. Hop in, Billy. Let's go get an ice cream cone!"

## SOMEBODY NEEDS A DOPE-SLAP

In the last issue we provided an example of how Cobra history is being diluted by inaccuracies printed in nonauthoritative places which are accepted as fact by those who don't know any better. Jay Talbott provided another example: one of those Internet "click-bait" time-wasters that provide a series of mildly interesting nostalgic photos. This one was, "20 things only '60s kids will understand," and it showed images from the 1960s that someone born after that time would have no knowledge of. A 427 Cobra S/C was a car enthusiasts swooned over – except the picture they showed was a Cooper-Monaco "King Cobra."

### 20 Things Only '60s Kids Will Understand



FORD COBRA 427 SC

If you were a car enthusiast you swooned over this powerhouse on wheels.



## COULD THIS BE THE MOST ORIGINAL 427 COBRA OF ALL ?

In the month before Monterey car week, auction companies, concours shows and just about every other automotive event pull all out stops to get as much publicity as they can. And no wonder: there is so much going on during that long weekend that enthusiasts have to pick and choose what events they wish to attend, because it's impossible to see everything. This picture of Lynn "Mr. Cobra" Park, with CSX3346 in his shop, was used in an extensive *New York Times* article in their "Collectible Cars" section in the July 28th edition. Titled, "At Pebble Beach, Where Rare Is Common, a Shelby Cobra Stands Out," it described a 427 Cobra that will be entered in the Pebble Beach concours in the Postwar Preservation class.

The car, with less than 3,000 miles on it, has been judged to be absolutely original and authentic by every Cobra expert worthy of the title. Presently in the hands of its fourth owner, Evan Metropoulis of Beverly Hills, who bought it in 2009 for \$1.3M, none of the other three previous owners saw fit to drive the car very much, and it



shows. Metropoulis is a preservationist who values the car's pristine condition over just about everything else. Every part on the car, from radiator hoses to wiper blades are the same ones that came on the car when it was new. The paint is all original.

There are two things about this Cobra that are hard to believe. One is that someone could buy this car in

1966 and essentially not drive it. And two other people could also purchase it and, likewise, keep it in storage. And we're betting that Metropoulis isn't about to make up for lost time and start racking up the miles. The second thing that is hard to believe is that this car will not leave Pebble Beach without a top award in the survivor class. (PS: it didn't.)

## THE FREEDOM OF UNLIMITED IMAGINATION

Khyzyl Saleem is a 22 year-old concept artist in Guildford, England who specializes in taking today's exotics and making them even more wild and outrageous. Unlike someone working in metal, fiberglass or carbon fiber who faces certain physical limitations imposed by the medium they handle, Saleem has no limits other than his imagination and the rendering software he employs. He has dozens of samples on his website and it's worth a look. [khysylsaleem.artstation.com](http://khysylsaleem.artstation.com)





## BILL COSBY'S '66 GT350?

Someone sent us two pictures they found on a website (MPTV Images) from 1966 that show Bill Cosby at his home in Beverly Hills, with a '66 GT350 in the background. One of the pictures shows him with his daughter Erica. Other than knowing that Cosby and Shelby were pals (reference his "200 MPH" comedy album in which he tells the story about Shelby building a second twin-Paxton 427 Cobra for him, which after one drive he scared himself silly) we've never seen any written reference to Cosby owning a



'66 GT350, but that shouldn't surprise anyone. Celebrities rarely owned cars; they were either leased or given the use of them by a manufacturer or dealer for promotional purposes. We suspect this was the case with this car. Or cars.

The color photo clearly shows a painted wheel on the car but the other one appears to have a chrome wheel and no back-up lights, indicating a carry-over car. The pictures were very small on the website and trying to enlarge them only loses detail, but the '66 Registrar was on the case. He was curious enough about the license plate to purchase a print from the website.

Pardee called the number on the MPTV Images website and was told the cost of an 8" x 10" print was \$500. After he stopped gagging and regained some of his composure, he confessed to the sales agent that the price was way out of his range, and all he really wanted was the Shelby's license plate number. The agent was able to provide that by looking at an enlargement of the picture he had – it was a California dealer plate, #1D 1544. That wasn't Hi-Performance Motors (4101), so Pardee made a call to the California DMV. After being passed off between a half-dozen different offices and being put on hold until his ear felt like a cauliflower, he finally reached the clerk who handled dealer plates.

Mel Burns Ford went out of business around 1992 and DMV's database did not have a record of dealer plate numbers for those no longer active. Pardee did recall seeing a 1544 plate on an early GT350 and a couple of 1968 Shelybs in publicity shots but all that meant was that the cars had been delivered to a dealer. It was not uncommon for dealers close to Shelby American to occasionally be asked to supply a car for public relation purposes. Beyond that, all avenues appeared to be dead ends. We're left wondering what the backstory is. One thing is for sure: if Cosby had continued playing with cars instead of young actresses he wouldn't be in the trouble he presently finds himself immersed in.

## THE JIM KREUZ - CHIP FOOSE CONNECTION

SAAC member and a *Shelby American* contributing writer Jim Kreuz of Lake Jackson, Texas works for BASF, the world's largest chemical producer. They recently opened a new Auto Refinishing Center and one of the special guests was noted auto designer and custom car builder Chip Foose. When the festivities were over, Kreuze was able to get a little face-time with Foose and do a brief interview. He just happened to have his Cobra registry handy, which Foose was good enough to sign. Among the things they talked about was Ford's '05-'06 GT. We have a feeling there may be more to this story, and that the interview may be coming our way sometime soon.





## LOOKS WRONG - WORKS RIGHT

Back in 1964 when Peter Brock began designing the unique components for Shelby American's special GT350s, he initially mounted his design for the Mustang's now familiar hood scoop "backwards" to improve its performance. The problem was that a reversed scoop looked "wrong" to the higher-ups at Ford, so they balked at the idea, saying it was "rather like wearing your shoes backwards."

Brock tried to explain that the base of the windscreen was a high-pressure area that would create some forced induction at higher speeds. Unconvinced, the suits only partially agreed that Brock's aerodynamic principals might be sound (as he'd solidly proven by the shape of his highly controversial Cobra Daytona Coupe) but his new idea for a "backwards" hood-scoop on the Mustang still went against all "common wisdom" and was eventually rejected. Conventional practice for all race cars of the era was to face the opening of a hood scoop into the theoretical flow of on-rushing air.

Ford didn't use wind-tunnels to test new designs in that era or they might have learned that, indeed, there was great pressure at the base of the windscreen, and even more at the nose of the car. On the hood's surface, however, just a few inches back from the grill, the disturbed air was flowing a couple of inches above the hood's surface; not an ideal location for pressure. The flow off the nose of the car was already being affected by the pressure build-up being created at the base of the windscreen! It was this invisible bubble of pressure that Brock wanted to tap into to improve the GT350's performance.



The concept had already been proven on his Daytona Coupe. The small induction inlet was almost hidden in the surface of the hood behind the slight bulge that had been created to cover the eight stacks on the Daytona's Weber carburetors. In the Daytona's first test at Riverside, in February of 1964, the inlet pressure had been so great that it had blown out the rubber seal between the inner hood surface and the "turkey pan" under the carburetors! Had this phenomena not been discovered in testing and the intake system perfectly sealed, the ever-increasing pressure at maximum speed might well have caused the Daytonas to run lean and blow their engines.

This was a speed secret that Brock wanted to use on the GT350 Mustang, but "common wisdom" prevailed and his hood scoop was mounted facing forward. It was nominally effective but performance could have been improved had hard-won experience been

used to better effect.

A correct "backwards" hood scoop has now been incorporated on one of the two "new" Jim Marietta-built prototype GT350R2s being developed by Jim's Original Venice Crew. Further track tests should soon confirm the validity of the idea.

Other originally rejected (because of cost) ideas on the new Marietta GT350R2 Mustangs, like Ford designer Klaus Arning's Independent Rear Suspension and an entirely new, aerodynamically-efficient front valence with flexible lower air-dam (also by Brock) have been track-tested, showing significantly positive results.

We almost hate to bring this up, but Chevy started using Brock's idea, rejected by Ford, which they called "cowl induction" in the late 1960s with their Chevelles. The principle was eventually incorporated into their Camaros and Corvettes...and even pick-trucks! Scoops may look cool but cowl induction works!

## 50 YEARS OLD AND STILL ON THE CUTTING EDGE

In 1964, if anybody had told Peter Brock that fifty years later his Daytona Coupe would still be winning races he probably would have told them there was a better chance of a man walking on the moon. Australian Richard Bendell's Daytona, designed by Ross Holder and chassis builder Michael Borland is still competitive against current Ferraris, Porsches and McLarens. It raced at the Sebring 12-Hours this past spring.





Jeff Burg's

# FORD GT CORNER

Following their victory at LeMans, Ford announced a '66 Heritage Edition of the all-new 2017 Ford GT. The special edition cars will be painted black (matte or gloss) with white LeMans stripes and the number "2" in the roundels. They will also have unique interior colors and "*unique materials and appointments*" to celebrate the 1966 LeMans-winning GT40. It's too bad that Bruce McLaren and Chris Amon are no longer with us. It would have been especially nice to see them share the spotlight with the new Ford GT on the 50th anniversary.

If history is indication, ten years from now these '66 Heritage models should be bringing a sizable premium on the secondary market. Remember the Gulf Heritage 2006 models? Only 343 were made (seventeen percent of production) and that option was an eyebrow-raising \$13,000. Lately they command a sizable premium. Only time will tell.



One of the nicest images we've seen yet is this Ford promotional picture showing the three generations of Ford GTs, in red, white and blue. It would make a pretty poster.

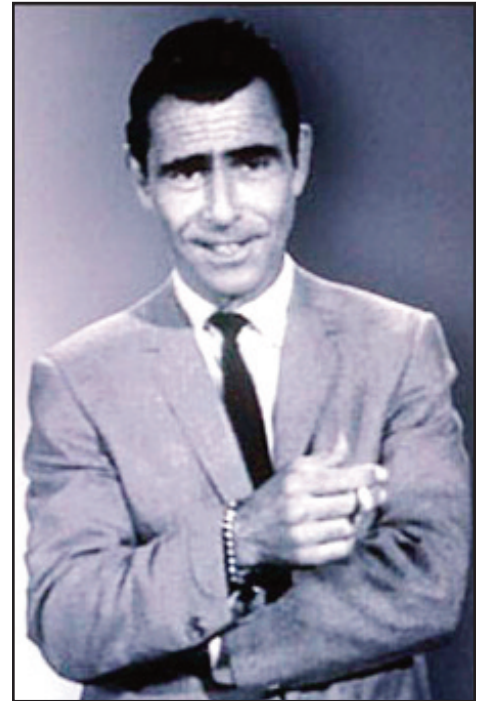
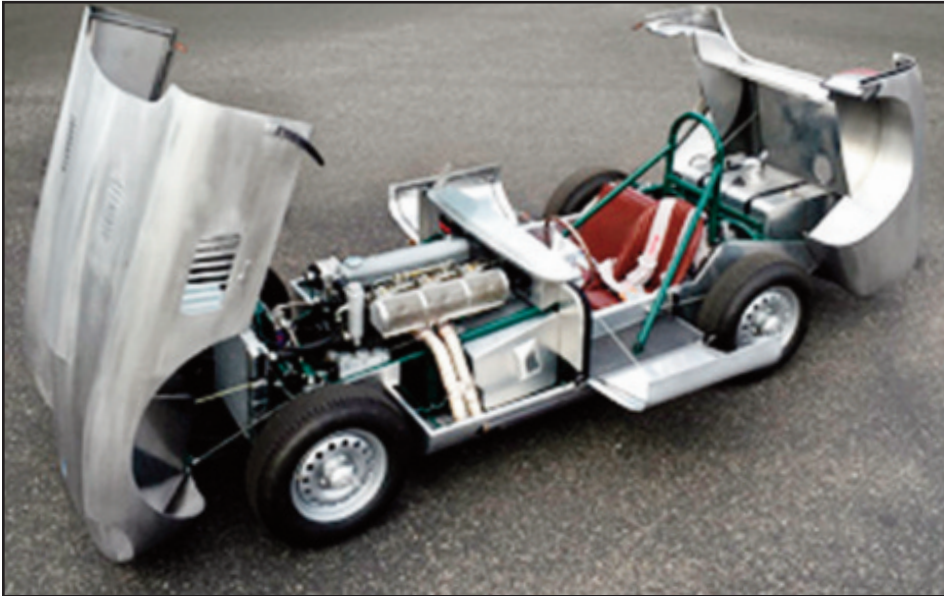
Ford has announced that the new GT will continue to be built through 2020. The two additional years are good news for those who applied for ownership for the \$400,000 super car and were rejected. They will get another chance to take a bite of the apple. Applications for the second year will be accepted in 2018 and cars in the third year of production will go to those already on the waiting list.

Here's another thing to consider. The newest GTs will be available in eight different exterior colors and buyers will have a choice of five colors for the Brembo brake calipers: silver, blue, orange, red or black. This will provide a dizzying number of variations. The trick will be trying to determine the rarest color combination which might effect future desirability. As cars are ordered and built individually, there is no way to predict color choices in advance. The outcome will merely be a matter of happenstance.



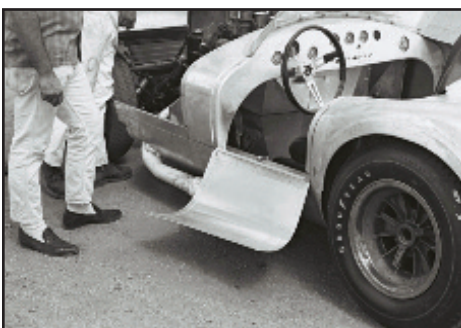
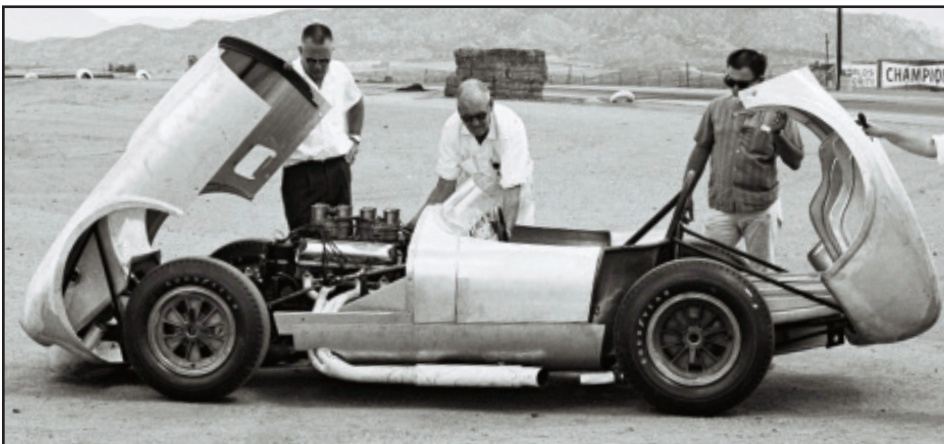
## SUBMITTED FOR YOUR APPROVAL...

At Monterey's annual car week, auction companies engage in intense competition to get historical or interesting cars. They use the top ones as headliners, to get attention and draw people to their event. The cars they line up in advance are used in print ads and appear prominently in their catalogs. Others, which are consigned as the events near, are often used in email blasts. We got one such email from Russo and Steele that showed a 1959 Tojeiro California/TCAL59 Barcheta. If the name Tojeiro has a familiar ring to it, you might recall that the original AC roadster was based on a two-seat sports car designed by John Tojeiro in the early 1950s. We thought there was something familiar about this 1959 one-off race car that Russo and Steele was advertising.



The first race car was the only one created from a clean sheet of paper. Every other one following it were variations, in one way or another. Designs and ideas are often "shared," with or without attribution. That's accepted with race cars. Some of the features in Tojeiro's race car were obviously borrowed by the fabricators who created the Flip-Top Cobra. And Tojeiro's ideas had been, no doubt, borrowed from some other race car before it.

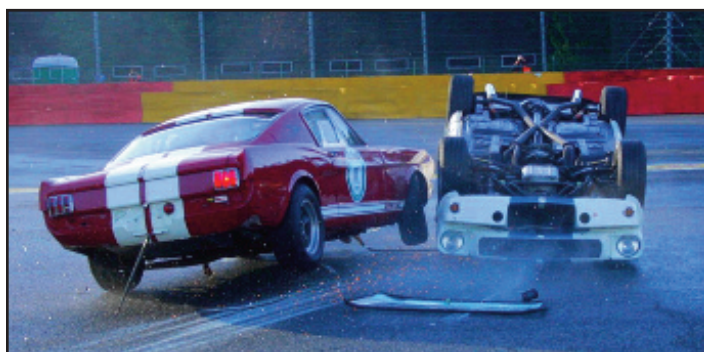
Look for all of them to be on display, fender to fender, on a large used car lot out near the edge of town, and at the edge of...



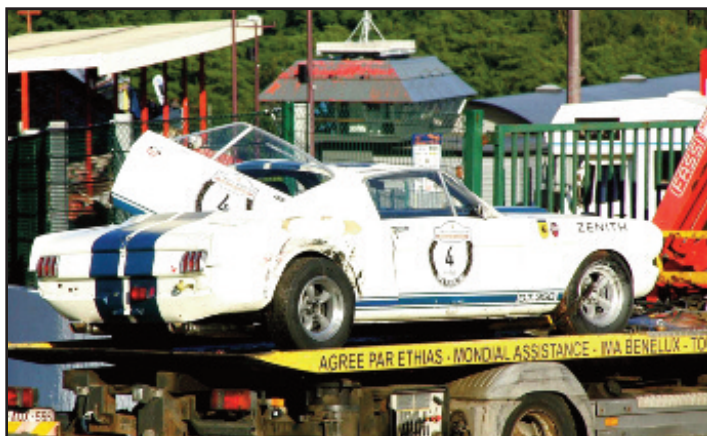


## ***IT HURTS TO LOOK, BUT YOU CAN'T MAKE YOURSELF TURN AWAY***

When you drive past an especially bad traffic accident and just can't turn away, you feel a little guilty for your interest in someone else's misfortune. That's the way we felt when we saw these photos from the Spa Summer Classic that was held this past June 24-25-26 at Spa Francorchamps in Belgium. It was a 3-hour vintage race, starting at nightfall, for GT and Touring Cars built prior to 1976. The accident unfolded right in front of photographer Dereck Latet. The drivers weren't hurt but the same couldn't be said for the two GT350s, 6S1075 (red #11, Charles Mallard/W.O.S. Luke from England) and the '65 GT350 (white #4, Vananty Dominique/Oliver DeSiebenthal from Switzerland).







## ROY LUNN INDUCTED INTO AUTOMOTIVE HALL OF FAME

The man who led the Ford teams that designed, engineered and developed the Ford GT40 that won LeMans in 1966, 1967, 1968 and 1969 was inducted into the Automotive Hall of Fame in Dearborn, Michigan on July 21, 2016. Roy Lunn, an Englishman, was the Assistant Chief Designer at Aston Martin from 1947 to 1949 and built the two DB2s that ran in the first 24-Hour LeMans race after WWII. In 1953 he joined Ford as product planning manager. Five years later he moved to the U.S. and took the position in Ford's Central Advanced Engineering.

Lunn became the head of the Advanced Vehicle Department and Advanced Concepts Group and headed the project that developed the original mid-engine Mustang I. When Henry Ford decreed that Ford would beat Ferrari and win LeMans, Lunn was put in charge of GT40 engineering. The results speak for themselves.

Roy Lunn left Ford in 1969 to be-



Don't we all have a room like this? *Photos by Marty Schorr.*

come Vice President of Engineering at Kar Kraft. He oversaw the production of the Boss 429 and development of Mustang concept cars mounting Boss 429 engines amidship.



In 1971 he was recruited by American Motors as technical director and later Chief Engineer of AMC. He served as Chairman of the Society of Automotive Engineers (SAE) in 1982-1983 and was elected as a Fellow of the Society in 1983. He retired from AMC in 1985 but his retirement was short-lived. He joined AM General as Vice President of Engineering, heading the HUMVEE compliance program for the Pentagon. He retired again in 1987. At 91, he presently lives in Florida and continues to work on automotive projects.



## "SEE YOU LATER, ABE !"

Artist Jimmy Kaufman likes to be unpredictable and this 49" x 69" acrylic painting is every bit of that. The juxtaposition of three of the Mount Rushmore Presidents in a 427 Cobra does make you stop and think, although we're guessing that Teddy Roosevelt would not have much trouble handling 500 horses. Kaufman is also a movie producer and director with over 300 films and television shows to his credits. The silver Cobra in the painting is his Superformance 427. His website is very interesting and he posts pictures from his many road trips in the car. You may want to check it out: [www.jimmyfilm.net](http://www.jimmyfilm.net)



## PEBBLE BEACH ART



An upper tier event like the Pebble Beach Concours typically attracts top level artists because, well... that's where the money is. If you're offering a \$5,000 sculpture or painting you won't waste your time displaying it at the local flea market. The Pebble Beach concours is a nice fit for artists like David Chapple of Marshall, Michigan [left] and Richard Pietruska from Los Angeles [right]. They were both astute enough to have Ford GT-inspired sculptures among their displays. Our photog Bill Fulk lingered long enough to grab a few shots but not long enough to get his wallet open.



## 50 YEARS LATER THE COMSTOCK GT40 MYSTERY CONTINUES



P/1000 was one of two Comstock team GT40s that were raced at Sebring on March 26, 1966. On the 83rd lap, Canadian driver Bob McLean experienced a seized transmission, locking up the rear wheels. The car left the track, went onto a service road, barrel-rolled and hit a telephone pole. This ruptured the fuel tank which exploded. McLean was trapped in the car and died.

What was left of the car was towed to the town garage. Any useable parts were said to have been removed and what remained was buried, under the observation of the local sheriff, on a piece of land owned by the Sebring Department of Public Works.

Shortly thereafter, stories refuting this began to circulate, citing Customs difficulties the Comstock team would have returning to Canada with one less car. Customs officials were said to be inflexible and Comstock would have had to pay duty on the “sale” of “missing” the car. Overlooked, however, was the fact that Sebring author-

ities could likely have provided written certification acceptable to Customs that would have documented the legal disposal of the wrecked car. The customs justification was a thin thread to refute the bulldozing explanation.



When values of GT40s began to take off years later, stories like this one sparked interest in attempting to “discover” derelict or abandoned cars. The equipment operator was found and contacted but he reportedly refused to admit anything. He was said to be worried that his actions may have broken environmental or procedural laws. Again, it was a specious argument because environmental laws back in 1966 were nowhere near as strict as they are now.

About ten years after the accident a building was constructed on the site of the “burial,” so the crushed GT40 was said to have been dug up and the rusty remains were taken to a scrap yard. They were later reportedly purchased for parts by someone in Miami, but again, this was hearsay.

It is not unimaginable that an entirely new car could have been built, using the P/1000 serial number, with or without some thin shred of ownership documentation. Based on what may have happened to the original car (crushed, buried, dug up and scrapped) it's not likely someone presenting a finished car, today, would worry about the “original” ever showing up. SAAC's GT40 Registrar, Greg Kolasa, presently has no documentation or evidence of a car carrying the serial number P/1000, so this has to be considered a mystery that remains unsolved.





## STUNNING ARTWORK FOR THE BOULDER ANNIVERSARY POSTER

Most of the time we prefer Cobra artwork that has fine detail and sharp focus. But once in a while we see something like Austrian artist Klaus Wag-ger's illustration of Ken Miles driving CSX2431, his famous "Heim-Joint" USRRC competition roadster at River-side. It makes us rethink our predilec-tion for Cobra art.

Posters are a great way to publi-cize an event, although by the time anyone sees them the event is usually over. But they provide a visceral re-minder of having been there. Good ones don't get packed away – they are framed and hung somewhere where they can be seen on a daily basis. In the old days they would have simply been stapled or taped to the garage wall, but today everyone shows a little more class. Maybe that's because posters cost more than they used to, or maybe we have just developed more respect for them.

By the time you see this the Shelby American Collection's 20th An-niversary Celebration on September 3rd will be history. But that doesn't mean you missed the boat on this poster. They are available for \$15 through the museum's website:

[www.shelbyamericancollection.org](http://www.shelbyamericancollection.org)

If you're curious about Klaus Wag-ger's body of work, check out his web-site. He has been a busy guy and has painted just about every kind of race car you can think of, from vintage to modern. They're all portrayed at speed. <http://klauswagger.at>

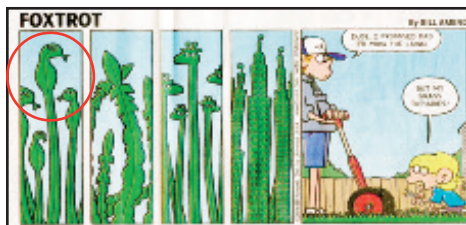




# SHELBY AMERICANA



Steve Sloan starts off his email with, "Just in case you haven't already seen this one..." Yeah, right: like there's a snow cone's chance in hell that we know anything about Ali Wong – a pregnant stand-up comedian. Netflix is producing this comedy special: "She's fierce, filthy and very pregnant. And after finally finding her Mr. Perfect, she dreams of never having to work again..." We're not sure where the "Baby Cobra" comes from but if you have a propensity to gamble, you might not want to bet against us knowing any more about this than we do right now.



Steve Sloan saw cobras in this comic strip. These things just seem to pop up out of nowhere for some people.

## Choose Your Adventure!

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**Choose from any 4 parks:**

**1 VISIT**  
Save on a Single Day Ticket to SeaWorld® Orlando or Busch Gardens® Tampa Bay.

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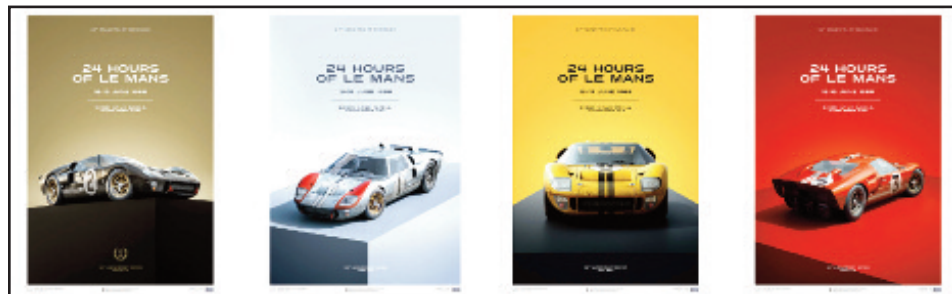
**To purchase, visit your local AAA office or go to [AAA.com/FUN](http://AAA.com/FUN)**

AQUATICA
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MEMBERSHIP
AAA
EXPECT SOMETHING MORE

Doug Cresanta reports that you can ride the Cobra's Curse in any of four theme parks: SeaWorld in Orlando, Aquatica in Orlando, Busch Gardens in Tampa Bay or Adventure Island in Tampa Bay. Here's a challenge: we'll award a special prize (worth over \$200) to anyone who rides all four Cobra's Curses while wearing a Cobra t-shirt and can prove it. A photo will suffice. Should be fairly easy, no? Two of them are in Orlando and two in Tampa Bay. It's not like we're bouncing you all over the country. You'll get your prize and your photo in *The Shelby American*, and you will likely become famous in the bargain. A hero to small children.

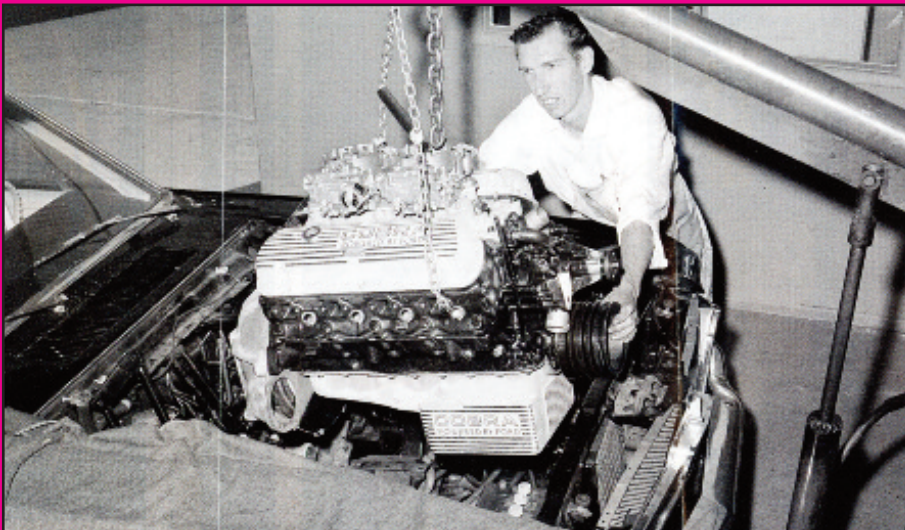


We have been expecting to see an onslaught of Ford GT/LeMans posters, books and assorted trivia and collectibles so these LeMans commemorative posters come as no surprise. Howard Pardee spotted them. They are from Unique & Limited Gallery in the Czech Republic. Size is approx. 20" x 28" and the price is \$45 each or \$135 for the set of four. Not many collectors will have these in their collection. [unique-limited.com/shop/ford-gt40/posters/](http://unique-limited.com/shop/ford-gt40/posters/)

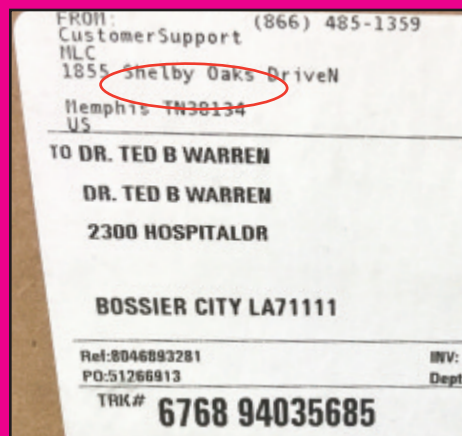


# Master Eagle Eye Shake-Up: Barranger Steps Out

It looks like our spontaneous eagle eye competition has finally had a shake-out. Bob Barranger hung his head solemnly and threw in the towel, acknowledging that he has had more of a drubbing than he can take. *"At the beginning I thought this would be a piece of cake,"* said Barranger. *"I was seeing Shelby and Cobra stuff everywhere I looked, but lately my usual sources seem to have all dried up. I keep coming up empty. I don't know how these other eagle eyes do it. I'm not someone who runs around crying 'conspiracy' at the drop of a Shelby hat but how well have these other master eagle eyes been vetted? Are they really turning this stuff up on their own or could they be using anonymous minions who comb the weeds for them, find something, and then pass it on to one of these top guns who then send it in and claim the laurels. I don't have any proof. I'm just sayin' it could be true. Is anyone putting them under the microscope? This whole master eagle eye thing seems to be pretty loosey-goosey."*



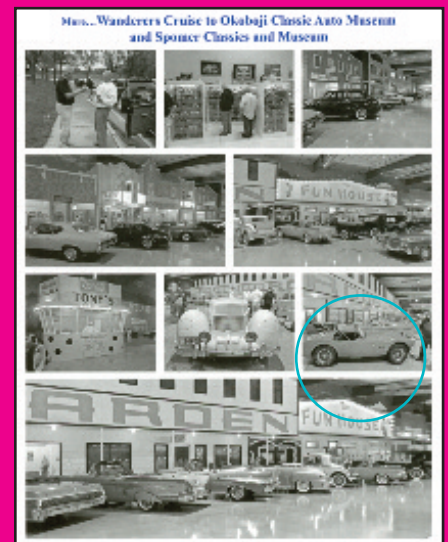
*Car Craft* magazine goes through their photo-archives and pulls something they've never used before for a current issue. Leave it to Young to zero in on the Cobra valve cover and oil pan. In 1965, *CC* covered Shelby American's build of a 390 horsepower dual-quad 289 Hi-Po engine which they installed into a '65 Mustang project car.



A package arrived at his office and Doc Warren scanned the mailing label to see if it offered a clue as to what might be inside. Who among us hasn't done that? The word "Shelby" caught his eye immediately (as it would any eagle eye worthy of the name) and he immediately started thinking what might be inside: tickets to Pebble Beach? A '66 GT350 tachometer? An original Cobra nose badge? A '65 GT350 owners manual? Keys to an original '67 GT500 Nightmist Blue with Parchment interior? With high expectations he carefully opened the box to discover only some sample medications.



Hutchinson was watching a PBS Mystery program titled "Endeavor," broadcast in the middle of June. The suspect had a cobra sculpture on his desk.



Most enthusiasts can pick out a small picture of a Cobra on a full page of pictures. True eagle eyes – like Young – can spot a Cobra in the blink of an eye. An eagle eye.



Hutchinson couldn't help noticing this luxe gold snakeskin purse in a Bergdorf Goodman ad. Want one? Get ready to shell out \$2,950.



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Young spotted this small ad in Hemmings for a company that will relocate (transport) your car, door-to-door between any two locations in the fifty states and Caribbean. Of course, the car they use in their ad is something that will catch your eye – like a 289 Cobra.



Warren claims he was looking on a website called “ebags” to see if they had the Carroll Shelby luggage that came out in 2007 for the new GT500s. It seems that a famous designer named Ann Shelby had purses, but not the ones Warren had in mind. That did not stop him from taking great pains to explain that he was *NOT* searching for ladies’ purses. Ok, if you say so...



Warren sent this photo of a SAAC show in Louisiana which had, as part of its display, a Shelby bicycle. They were offered a few years ago, produced by someone with SC’s permission (read “royalty”). We’re surprised that somebody actually bought one (we recall they weren’t exactly giving them away) but they make good wall-hangers, as this one demonstrates.



You can probably be forgiven for not knowing about William Randolph Hearst’s nineteen-year old granddaughter Patty Hearst’s kidnapping in 1974 in Berkeley, California by the Symbionese Liberation Army and her staged participation in a bank robbery. After all, that was over forty years ago. But Jim Hutchinson spotted this picture of her in a *NY Times* book review. Hutchinson alerted because the SLA’s emblem was a seven-headed cobra.



Hutchinson caught this unique snake umbrella holder in a Jonathan Adler catalog. It offers chic home furnishings, accessories and other decorative objects. It’s enough to make you start carrying an umbrella.



Leave it to Young to catch this ad for car care products that used a ‘65 GT350 to underscore a passion for cars. It is an attention grabber and the car needs no explanation. That’s why some other car like, say, a Plymouth Valiant, Ford Pinto or a Studebaker Golden Hawk wasn’t used.

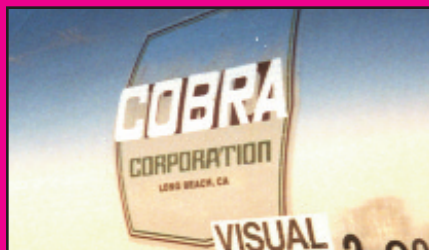




They're advertised as "Shoes of Prey" and we're not surprised that Jim Hutchinson was the one who found these snakeskin shoes. In the past he has exhibited what some might call a "shoe fetish" but we prefer to be a little more kind and say only that he has more than a passing interest in this subject. He also noted that there might be some enthusiasm for these by cross-dressers in the club – not that there's anything wrong with that. We just want to go on record as noting that he was the one who said this, not us. We report, you decide.



One of Jim Hutchinson's friends in England spotted this and alerted him to this Stauer Raceway Watch and Shelby Cobra Gift Set. Naturally, he passed it on to us. The website's description says, "*Inspired by the dashboard instruments of high-performance racing cars, the Raceway sports a pair of racing stripes down the dial and a two-tone nylon band. With three subdials and a tough case, you'll be ready to roll wherever the road takes you!*" The price was \$299 but it has been slashed to only \$99. Is this something you absolutely must have? [stauer.com/item/stauer-raceway-watch-shelby-cobra-gift-set-29184/29184](http://stauer.com/item/stauer-raceway-watch-shelby-cobra-gift-set-29184/29184)



**SPORTS CAR LOVERS**

*Rejoice!*

Lot 1001 - 1966 Ford Mustang, 1967 Ford Mustang, and 1968 Ford Mustang

Lot 1002 - 1968 Ford Mustang

Lot 1003 - 1968 Ford Mustang

**JULY 28 - 30**

**550 VEHICLES**

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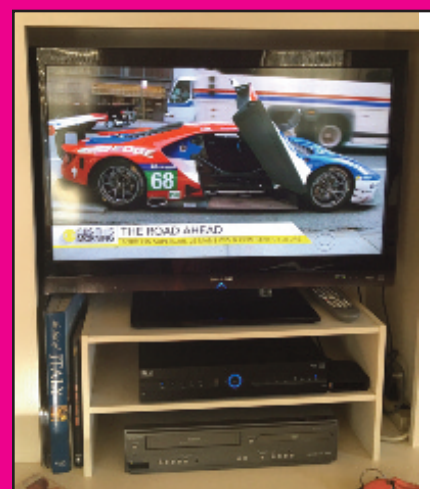
The red Cobra (CSX3302) is an attention-getter in this full-page ad for the Classic Car Auction in Greensboro, North Carolina. No surprise that Young spotted it.



Young was driving along, peacefully minding his own business, when he passed a large silver chemical tanker and staring at him from the side of the trailer was the name "Cobra." We're not sure what they were transporting but does that matter?



The end of the year is "calendar time" and Hutchinson found this one on [www.somanicalendars.com](http://www.somanicalendars.com). As you would expect, it has some excellent photography and the price tag is a very un-Cobra \$14.99.



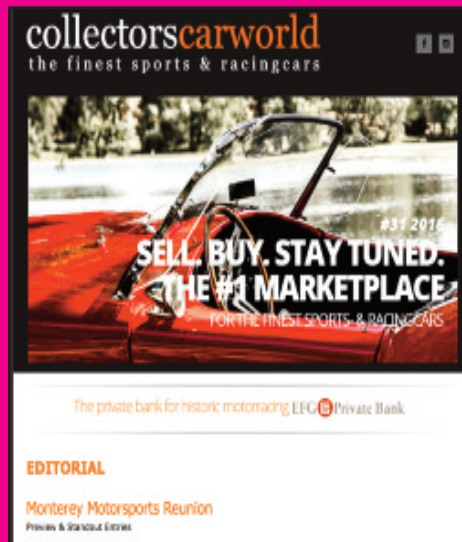
Warren was surprised to see a 2016 Ford GT race car on his television while he was watching a morning news show. Bill Ford was on the show talking about driverless cars.



We're trying to picture what happened when Ted Warren innocently wandered into WalMart's plumbing department looking for something to unclog a drain. His eye was caught by the name "Cobra" - a brand name for a product. But wait! Not one product - but a whole product line. Suddenly everywhere he looked he saw the name "Cobra." His pulse shot up to about 180, his mouth dried out and he started sweating profusely, he experienced a shortness of breath, heart palpitations, tremors in his hands and a nervous tic as his eyes began blinking uncontrollably. He was obviously going into eagle eye overload. He was led away from the isle by one of WalMart's greeters who was able to get him a drink of cold water and help him get seated on the 25¢ pony ride near the door. He never did get something to unclog his drain.



Young sent us a picture of a sign used to advertise a certain type of seed used in a farm field. He didn't say where he saw it, not that it really matters.



With Monterey Car Week less than a week away, Young noted a sudden increase in the number of emails he was receiving that hyped the individual auctions, events, dealers' offerings and just about everything else happening during that week. And he also noted a large number of these e-Blasts - like this one for Collectors Car World Weekly newsletter, featured images of Cobras, Ford GTs or Shelby Mustangs. These advertisers know what attracts attention, so they don't waste their time with Porsches, Ferraris, Corvettes, Alfas, Lamborghinis or Maseratis.

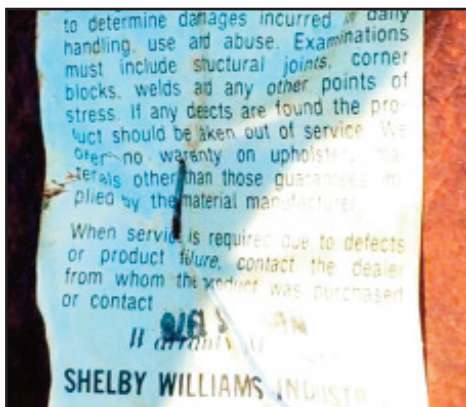




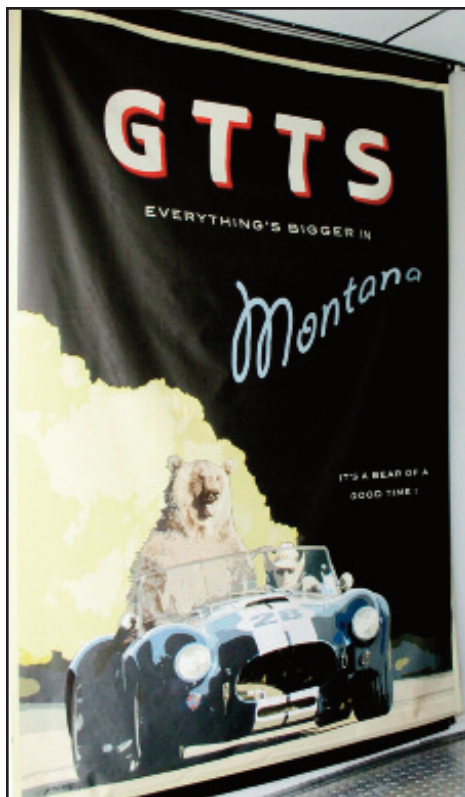
Doug Cresanta found this still-unopened CD at a local flea market in Florida. Imagine listening to 20 country hits while cruising around in your '67 Shelby.



Rod Hengst of Mertztown, Pennsylvania spotted this Shelby-Williams office chair on Craigslist. Shelby-Williams, in Morristown, Tennessee advertises itself as the leader in commercial office furniture. Hengst said, "not sure this is what I would envision had Shelby and Williams teamed up on a F1 project." Stranger things have happened.



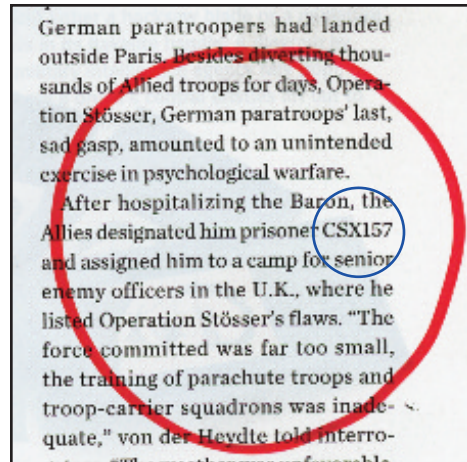
Eagle eye karma. Driving to Mid-Ohio for SAAC-41, we were barely into town when Colleen Kopec alerted like a retriever in the tall grass. This sign was out near the sidewalk in front of a window tinting business in Lexington, Ohio. It signalled that the convention was off to a good start.



This 6-foot high silkscreened banner was spotted hanging inside an enclosed trailer at SAAC-41. The "Going To The Sun" road is a spectacular two-lane highway, 50 miles long, that intersects Glacier National Park and crosses the Continental Divide.



"Just when I thought I was out...they pull me back in." With apologies to Michael Corleone, we thought we'd seen the last of eagle eye Bob Barranger. But it appears he developed a habit he cannot break. He saw this Chubb insurance ad and his knee-jerk reaction was to send it to us. It's going to take more than that to get him back into the eagle eye wars.



Tom Brumley of Findlay, Ohio never expected to see a Cobra reference in the magazine he was reading, titled *World War II*. Well, it was sort of a reference. The magazine article was about German paratrooper commander Frederick von der Heydte who was wounded and captured by U.S. forces after his unit parachuted into the Ardennes in December, 1944.. He was subsequently given the prisoner number CSX157. Making Brumley an eagle eye.





Why are we not surprised? Marianne Russell has been a steadying influence in husband Mike for 48 years. He is the original owner of a Lime Gold '67 GT350 and it appears that she has acquired some of his interest in his car, likely by osmosis. She was reading a copy of the August, 2016 issue of *Better Homes and Gardens* when her eye was attracted to a picture of a Lime Gold 1967 Shelby with white stripes. Exactly like the one sitting in the garage right below her. Coincidence – or is something else going on here?



Doug Cresanta was on a roll. He saw this garage in Arkon, Ohio while he was traveling to the convention at Mid-Ohio but didn't need any work done on his Shelby, so he kept going. We can't help wondering what the "AB" stands for?



Roger Morrison of Salina, Kansas spotted this cobra on a karate championship logo.



Brian Walshe of Scarsdale, New York spotted this Cobra van in nearby Yonkers. He was considering making an offer for what may be a rare example of Cobra memorabilia.



We spotted this fighter nose art at the Air Force Museum at Wright-Patterson AFB in Dayton, Ohio.



Back in the Fall, 2015 issue we ran a picture of a cobra lily that was sent to us by Carl Gagnon as a bulb. He saw "cobra" and couldn't resist. Our thumb isn't even close to being green so we put the bulb in the hands of a talented gardener who happens to work in the Sharon P.O.. Kelly buried the bulb and watched over it, and sure enough it came up and flowered. Then there was the fall, followed by the winter. We really didn't expect to see it again but it popped up this spring and here it is in full bloom. There's a good chance it could come back every year. Like Carl.



We thought this ad for uber exotic car dealer Canepa was catchy. It was run in a magazine that was published just before the Fourth of July holiday.



More posters. Graphic designer and illustrator Arthur Schening offers dozens of posters on his website. They list for \$30 each (two for \$45 and further discounts for other quantities). Size is 13" x 19". We picked five favorites from his website: [www.scheningcreative.com](http://www.scheningcreative.com)





Jeff Gregg was accompanying his son Gunnar at a Wisconsin Dells arcade when they happened on this Cobra video game. Naturally, Gunnar hopped in the driver's seat and it was difficult to explain what "game over" meant.



Sure looks like a cobra to us. We spotted this racing team logo on the side of a Can-Am Lotus V8 from the mid-1960s. "Ecurie" is French for stable, a common term for a group of cars raced by a team. The "SF" on the Ferrari prancing horse logo stands for "stabile Ferrari," Ferrari's racing team.



Doug Henry's dealership in Kinston, North Carolina is advertised on this large billboard. When Doug Cresanta spotted it he wondered how many '69 Shelybs Henry had in his inventory? After all, if he only had one car on the lot would it make sense to advertise it on a billboard? What is he going to tell potential buyers who are attracted to his business: "Sorry, we don't have any of those left. But perhaps I might interest you in a really sweet, low mileage '62 Plymouth Valiant?"



Here's an example of what it takes to be an eagle eye: picking out the small image of a Cobra on a full-page car show flier. The eagle eye belongs to Doug Cresanta who notes that this event, held in Lutz, Florida, is being put on by a Chevy dealer. You'd think they could at least use a Corvette or Camaro on their own flier. But we all know that a Cobra has drawing power.



Colleen Kopec was settling down to watch the National Geographic channel, expecting to see the exploits of cute and fuzzy hamsters, chipmunks or prairie dogs but she found herself staring at a hooded cobra. The show was called "Cobra Mafia" and it was immediately obvious it wasn't going to be about the Brooklyn gangster Carmine "The Snake" Persico, Boss of the Columbo crime family who is currently serving a 139-year sentence in federal prison. The cobra family in this program were reptilian assassins more deadly than any mafia goomba.

If this billboard doesn't catch your eye it might be time to consider a subscription to *Knitting & Quilting Quarterly*. They could have chosen any other car for this ad: a Corvette, Porsche or Ferrari. But they didn't.



# SHELBY HAMFEST 2015

**SEPTEMBER 5 & SEPTEMBER 6, 2015**  
**CLEVELAND COUNTY FAIRGROUNDS, SHELBY, NC - 1751 E MARION ST**  
 MAJOR MANUFACTURERS & DEALERS | ONE OF THE LARGEST HAMFEST FLEA MARKETS  
 CAMPSITES—FULL-HOOKUPS WITH 50 AMP SERVICE | FORUMS AND VE TESTING (Saturday) |  
 SUNDAY SCHOOL AND BINGO (Sunday)

**FOR MORE INFORMATION & TO ORDER TICKETS <http://www.shelbyhamfest.org>**  
**PRE-REGISTRATION TICKETS \$8.00 / TICKETS ARE \$10.00 AFTER AUGUST 28**

PRE-REGISTRATION PRIZE IS **HVGA IN TH-3MK4 10/15/20 BEAM**—One MAIN PRIZE each day  
 Sat and Sun (AMERITRON 811H & FLEX 1500) and HOURLY PRIZES (ALINCO Dual Band HT's)  
 YOU DO NOT HAVE TO BE PRESENT TO WIN!  
 SARC MEMBERS AND THEIR FAMILIES ARE NOT ELIGIBLE FOR PRIZES LISTED IN THIS ADVERTISEMENT

**SHELBY HAMFEST IS THE  ROANOKE DIVISION CONVENTION IN 2015**

Sponsored by  
**SHELBY AMATEUR RADIO CLUB, INC.**  
 SINCE 1957

To order Tickets Send \$ASE & Check  
 Shelby Amateur Radio Club, Inc.  
 PO Box 2206, Shelby, NC 28151

The Shelby Hamfest in Shelby, North Carolina? Really? Or how about the Shelby Amateur Radio Club? Cresanta keeps finding these esoteric Shelby references. We can't make this stuff up.



We've referenced this before, but the latest batch of photos on Car Guy Garage have some interesting ones. And we've identified some SAAC members sending in photos of their garages to get their free t-shirt. In case you're not aware, Car Guy Garage is a mail order business that sells all types of garage equipment, cabinets, floor treatments and the like. If you send them a photo of your garage they will post it (there are hundreds on there at any given time) and if you were wondering where all the metal signs, posters and other knick-knacks you see at swap meets end up, just check out some of these photos. It seems like some people spend more time decorating their garage walls than they do working on their cars!



**Girardo & Co.**  
 Racecar specialists

**Open for Business**  
 Girardo & Co. recently founded by Mike Girardo specializes in the private sale of high-end classic cars from its London-based showroom.

Here's an eye-catching full-page ad for a new high end classic car dealership opening in London, England. The GT40 is P/1059. The magazine the ad was placed in was *Sports Car Market*.





# The Greatest (GT40) Show on Earth



*Seventeen of the most historical GT40s of all time were summoned to Pebble Beach to celebrate the 50th Anniversary of Ford's 1966 LeMans victory. In doing so, they rendered every other classic and exotic car on the show field the equivalent of elevator music.*

*– Harvey Sherman*

As befits the Greatest Show on Earth, the Pebble Beach Concours d'Elegance has several rings. For any other circus, one would be sufficient. But this, sir, is Pebble Beach. In the center ring were seventeen fabulous GT40s, there to celebrate the 50th Anniversary of winning the prestigious 24 Hours of LeMans. Almost all of them had significant race victories. In the other rings, each quite a bit smaller, were Two-Man Indianapolis Race Cars 1930-1937, Bizzarinis, and cars there to celebrate Lamborghini's 50th Anniversary. And, of course, there were the other two hundred-odd creme of the creme of the classic car world.

Was the line of sparkling GT40 race-winners, parked diagonally side by side, worth a \$375 ticket? When you consider that you would probably never get to see all of these cars at the same time at the same place again in your lifetime, you could justify it.

I have seen GT40s at Pebble more than once since I first attended in 1990, but what I saw this year when I stepped on the field and joined the crowd at the water's edge exceeded



**GT/101. Claude and Sylvie Nahum, Fournex, Switzerland.** This car is an exact recreation of the first-ever Ford GT. The original car was displayed at the New York Auto Show in 1964 and then run at the LeMans trials driven by Jo Schlesser where it was crashed and scrapped. This car was built from original drawings and photos and the engine, one of only nine 255 cubic-inch push rod "Indy" engines (currently 3 known to exist), was built from scratch with the assistance of Ford Heritage, race engineer Mose Nowland and Cobra Automotive.



**GT/103. Greg Miller, Sandy, Utah.** The earliest known GT40 chassis to exist. Sent to Shelby American and prepared for the 1965 season. Driven by Ken Miles and Lloyd Ruby at Daytona, this was the first GT40 to win a race. It also finished 2nd at Sebring and 3rd. at Monza. Driven by Phil Hill at Nurburgring fitted with a 325 cubic-inch DOHC engine. Retired by the factory and sold; continued to be raced until 1970.



anything I could have imagined. A line of special cars is always placed on the water side of temporary white plastic chain links, stretching nearly the length of the show field. Past shows have displayed the best of the best of various makes and classes, but nothing like this. I have never been a fan of one-marque displays but looking at those seventeen cars, that share much the same silhouette, was a game changer for me.

There were years when Ferrari took the stage, when previous show winners were in the foreground of the Monterey Bay; when Cobras (in 2012) and GT350s (2015) filled a class it was one thing. But to see a line of the most historically significant GT40s, representing the various models of their brief and evolutionary history, all restored to concours condition was something else entirely.

These cars, like no other, with their shapes, colors, and livery could grace any Concours, even if they had no history. But they do. They are champion race cars, each one winning a significant victory. And they are elegant. They make a wonderful display.

To read about these cars and the events that led to their creation would be to begin a thousand-page historic novel. Go, instead, to the epilogue where the most significant examples are assembled fifty years after their first win at LeMans. And where the heirs of the Ford family present the awards, and they face and wave to Dan Gurney, legendary LeMans co-winner who drove one of the cars that was there, as he sat on the patio overlooking the awards presentation.

I'm just a guy with my own interests, taste and bias. For me, nothing I've ever seen at Pebble can or will compare with that line of GT40s along the waterfront. Add to that the Ford heirs presenting awards to the owners on the ramp, with Dan Gurney watching from the deck. It just does not get more memorable than that. It was surely the capstone to the history of the GT40. A history that took only a few years to make, but which has marinated for five decades to produce something we shall not see again in our lifetimes.



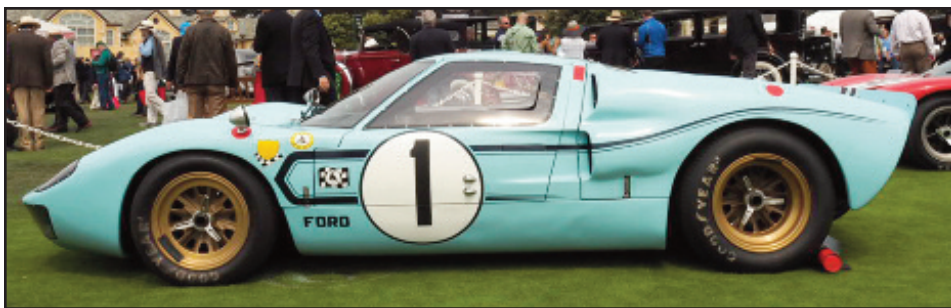
**GT/109. Dana and Patti Mecum, Geneva Lake, Wisconsin.** One of five GT40 spyders built, this is one of two steel-bodied prototypes. The only roadster to have race history, driven at LeMans by Maurice Trintignant and Guy Ligier. It was shipped back to Shelby American and the roadster project was shelved in order to concentrate on coupes. Used for testing until it was spotted in Shelby American's warehouse and purchased by custom builder/painter Dean Jefferies until 2013.



**P/1015. Greg Miller, Sandy, Utah.** MK II, driven by Ken Miles/Lloyd Ruby to victory at Daytona. Finished 2nd at LeMans by Ken Miles/Dennis Hulme in the famous 1-2-3 finish in 1966. Raced at Daytona the following year (DNF) and at LeMans, where it crashed in 1967. Put into storage at Holman-Moody.



**P/1016. Claude and Sylvie Nahum, Founex, Switzerland.** MK II. Driven by Richie Ginther and Ronnie Bucknum at Daytona in 1966 and A.J. Foyt and Bucknum at Sebring. It was prepared by Holman-Moody and entered at Lemans, driven by Bucknum and Dick Hutcherson where it finished 3rd. After a promotional tour it was donated to the Harrah Automobile Museum in Reno, Nevada where it resided for many years.



**P/1031-P/1047. The Revs Institute for Automotive Research, Naples, Florida.** MK II, driven by Dan Gurney at Sebring in 1966. Raced at LeMans and then upgraded to MK II-B specifications for 1967. Raced at Daytona, Sebring and LeMans. Ford renumbered the car to P/1047 and it finished 1st at Reims. Retired after racing in 1967 and preserved ever since.

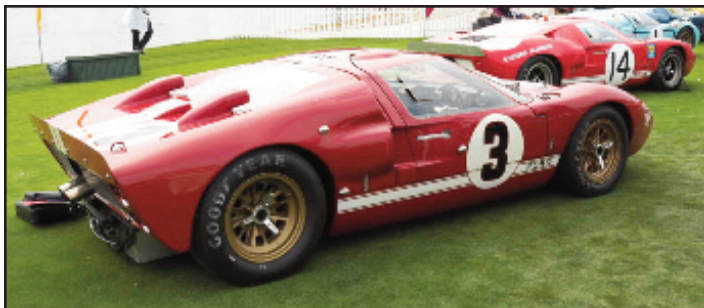




**P/1040. Henry A. Davis, Omaha, Nebraska.** MK I. One of six cars built with long distance LeMans modifications. Purchased by Scuderia Filipinetti team in Geneva, Switzerland and driven in the LeMans trials in 1966, and then raced at Monza. Was running 5th at LeMans before crashing in the 16th hour. Repaired at FAV in England, raced at Monza in 1967 and caught fire. Recently restored to LeMans configuration.



**P/1046. Robert Kauffman, Charlotte, North Carolina.** MK II. First-place finished at the 1966 LeMans race, driven by Bruce McLaren and Chris Amon. In 1967 the car was campaigned by Holman-Moody and entered in the 1967 Daytona 24 Hours by Lloyd Ruby and Dennis Hulme. Crashed by Hulme in the 300th lap. Repaired by Shelby American and sent around the country to promote Ford's LeMans victory.



**XGT-3. Motor Classic and Competition Corp., Bedford Hills, New York.** One of thirteen MK IIs. Possibly the most original GT40 of them all, because it was the only MK II that was never raced. One of three Alan Mann lightweights; used as a back-up car at LeMans in 1966. Used by Ford in the Autolite Spark Plug advertising campaign and in their packaging and advertising.



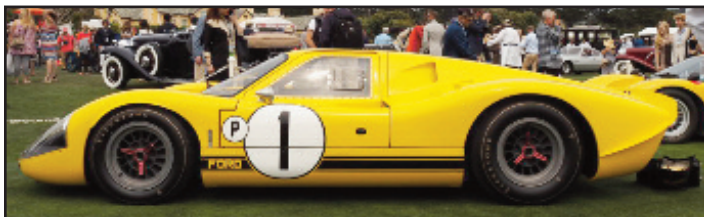
**P/1074 Mirage M.10003. Greg Miller, Sandy Utah.** Raced at 1967 Spa 1000km by Jacky Ickx and Dick Thompson, finishing 1st. In 1968 it was converted by JW Automotive into a GT40 and renumbered P/1074. One of three lightweight GT40s; set a lap record by Ickx at the LeMans trials. Subsequently used as a camera car for the Steve McQueen movie, "LeMans."



**P/1075. Rocky Mountain Auto Collection, Decatur, Illinois.** This car won the 24 Hours of LeMans in 1968 (Pedro Rodriguez and Lucien Bianchi) and 1969 (Jacky Ickx and Jackie Oliver). One of only two cars ever to win that race two consecutive years.



**P/AM 2. Christian Gläsel, Detmold, Germany.** One of two lightweight cars prepared by Alan Mann Racing for the 1966 season. Raced at Sebring by Jacky Stewart and Graham Hill. Sold to Paul Hawkins and raced extensively in Europe.



**J-4. Greg Miller, Sandy, Utah.** The first J-Car was sent to LeMans where it recorded the fastest time at the 1966 Trials. At Sebring, 1967, Bruce McLaren and Mario Andretti led from start to finish. Used for testing at Daytona before being placed in storage.



**J-5. The Henry Ford, Dearborn, Michigan.** Driven by Dan Gurney and A.J. Foyt at the 1967 24 Hours of LeMans, finishing 1st. Following the race it was shipped to Los Angeles and displayed at the Auto Expo International before being donated to the Henry Ford Museum, where it has resided ever since.





**J-6. James M. Glickenhaus, Rye, New York.** Driven by Bruce McLaren and Mark Donohue to 4th place in the 1967 24 Hours of LeMans, its only race. Returned to Shelby American, fitted with a "Gurney bubble," painted red and displayed around the U.S. on a publicity tour. Restored to LeMans livery in 1990.



**M3/1101. Kurt A. Engelhorn, St. Moritz, Switzerland.** The first of seven road-going GT40s which featured distinctive front fenders with higher dual-headlights and a longer rear clip. Shown at the 1967 New York Automobile Show. Recently restored to original specifications.



**M/10003B. Harley Cluxton, Scottsdale, Arizona.** Mirage, third of three lightweight cars built for the Gulf Oil Co. with a narrowed roof section. Raced in 1967 in Europe and at the end of the 1967 season it was rebuilt by JW Automotive into P/1074. This car was built at a tribute car to Mirage specifications.



Charlie Agapiou, Ken Miles' mechanic, and Peter Miles share a memory in one of the GT40s that Ken Miles drove.



Edsel and Bill Ford acknowledge Dan Gurney with the 1968 and 1969 LeMans winner, P/1075.

## And the winners are...



1st - P/1046 - Robert Kauffman



2nd - P/109 - Dana and Patti Mecum



3rd - M3/1101 - Kurt Engelhorn





The seminars were all sold out long ahead of time. Pictured [left to right] are Jackie Ickx, David Hobbs, moderator Ken Gross, John Horsman, Bob Bondurant and Dan Gurney.



The only Cobra in the show, CSX3346 won the Postwar Preservation Class. Owned by Evan Metropoulis of Beverly Hills, the car was untouched from new with less than 3,000 miles.

When he was a 22 year-old Shelby American employee, Bernie Kretzschmar was given the job of transporting P/1016 to dealers and shows throughout the southeast in 1966.



*Photos: Harvey Sherman & Randy Richardson*



# AND THE HORSE YOU RODE IN ON

– Kevin Cauley

**T**he question is always asked, “Which came first...the Shelby or Bonnie?” Bonnie and I started dating in high school in 1968, when I was sixteen and she was fifteen. I bought the Shelby in the fall of 1969. Therefore, she will always be first. Of course, looking at it another way, at least I know she didn’t marry me for my car.

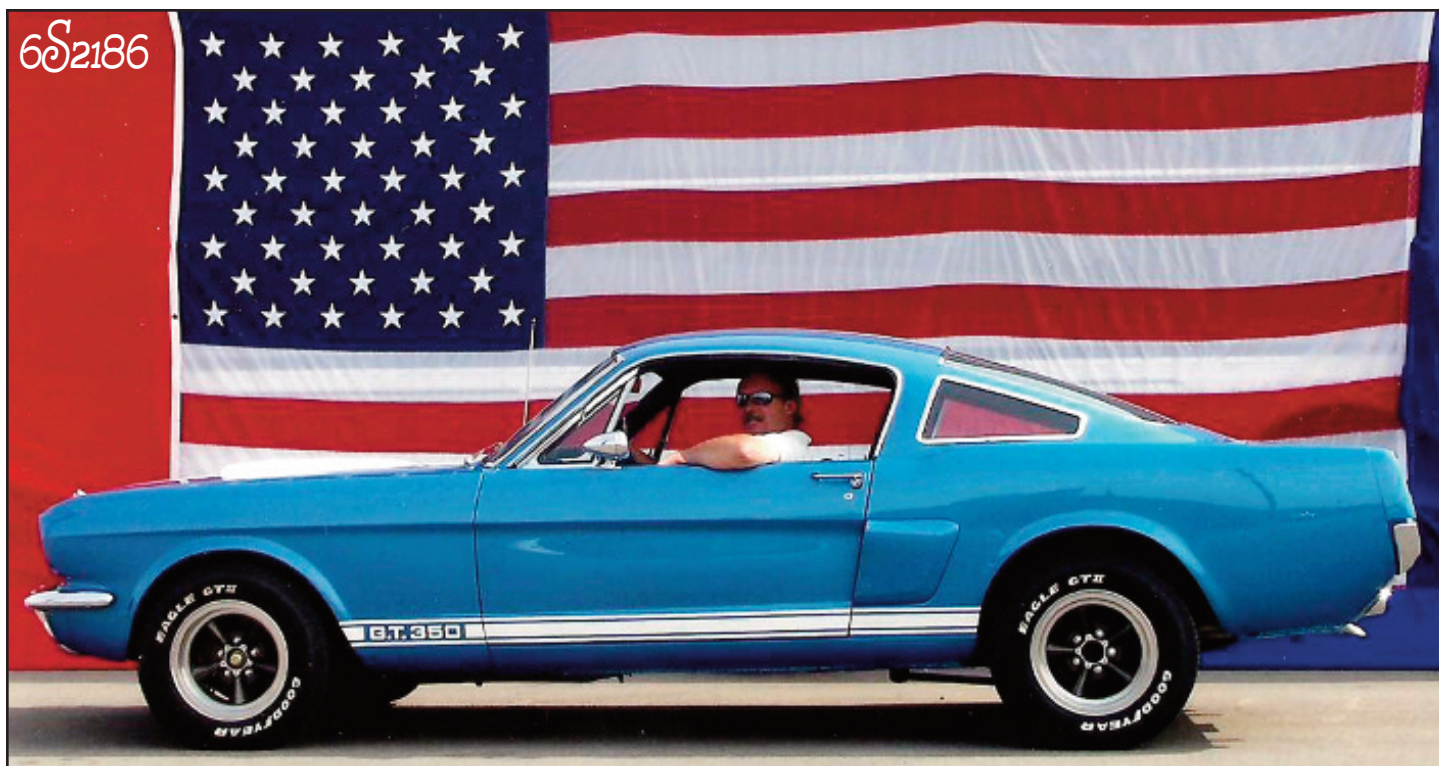
My passion for cars ignited right around the time my sister began college. Because she needed to commute, my Dad bought a red ‘65 Mustang for the two of us to “share.” It was a real beauty! At that time the movie “Bullitt” was a box office hit and a favorite at the height of the muscle car era. Street racing was the norm and life imitated art when I raced a Charger one night, and met a telephone pole on Layhill Road. It turned my fastback into a horseshoe. Luckily, only my

pride was hurt and my Dad didn’t learn the real truth about my racing until forty years later.

In the fall of 1969, still having the “need for speed,” I talked my Dad into letting me buy a one-owner 1966 Shelby GT350 (6S2186). Although the \$1,650 price was money that I had earned, I was only seventeen and not old enough to title it in my own name. He didn’t think it was a good idea for me to buy a “race car,” what with my driving history, accumulation of points on my license and the improbability of finding a company to insure me. It took a month of “negotiations” but I finally wore him down. He warned me that he didn’t want to have to say “*I told you so*” and begrudgingly signed the title. Although he technically owned the car for a little less than a year, I don’t ever remember him driving it. In his later years, he would tell

me I made two good choices in life, Bonnie and the “Blue” car – in that order.

We drove the car everywhere during the “Glory Years” of high school; to the beach, skiing, vacations, football games, homecomings and proms. I taught Bonnie to drive a manual transmission with the Shelby and she hopped around the high school parking lot for quite a while until she mastered it. In those days, it had a 3400 lb ZOOM pressure plate that took two men and a boy to push the pedal in. Although I had mostly given up street racing, I was still the “Parking Lot Eliminator” at school. We spent many a Saturday night at 75&80 Dragway, but there was always a “class” problem. Was the Shelby “Factory” or “Modified”? I argued that it came from the factory with headers and a hi-rise, in which case they would class me







When you own the same car almost forever, it plays a central role in your life. Or lives. As Kevin and Bonnie moved through their lives 6S2186 was never very far away: the prom in 1970 [above left], attending a friend's wedding in November, 1971 [left] and at the University of Miami in 1971 [above].

with big block cars. If I went the modified route, I'd be racing against 10-second Volkswagens. I guess I didn't understand that you had to "cross the palm" of the guy at the gate – the guy with the white shoe polish. I finally "retired" from racing when a girl in a 383 Road Runner kept beating me. I could beat anyone off the line, but the car would run out of steam halfway down the track – right in front of the grandstands – as the Road Runner girl passed me. The announcer laughed into the loudspeaker, saying something about the "Little Engine That Couldn't."

In 1970, the "U" in Miami was our new home. The Shelby became the favorite ride to the beach (after class, of course) with surfboard racks on top. It never bothered us that with only four gears, it would be tachng 3500 rpm @ 65 mph. Who needs a radio when you've got side pipes? Fuel economy referred to the price of gas (35¢ a gallon), not miles per gallon.

Bonnie and I were married in the summer of 1973, back in Maryland.



The inescapable before-and-after photos, thirty-two years apart.



We bought an El Camino to pull our camper and to make the 1,100-mile trip back to Miami. The Shelby was semi-retired or, as they say, rode hard and put away wet. It spent the next couple of years in my parents' drive-

way or alongside the barn on a friend's farm. We would start it and talk about "old" times while sitting in it, but we couldn't drive it because the tags were dead and we couldn't afford the insurance to get them renewed.



For the next 30 years, the “Blue” car would only see the road from the back of a tow truck. After graduating in 1974, we moved back to Maryland to start a family and a business. The Shelby was towed to my new shop and became a great workbench for rebuilding carburetors. There were no real plans for it, because it couldn’t accommodate car seats and baby strollers. And so, tucked away in the back of my auto shop, it was truly “out of sight... out of mind.”

Our three daughters would soon take up most of our time and money, but in 1987 a mid-life crisis emerged. We decided to restore the “Blue” car. We joined Shelby American Automobile Club (SAAC), SAAC Group of Maryland, National Capital Region Mustang Club (NCRMC), and Mustang Club of America (MCA).

SAAC-18 in Watkins Glen was our first convention. Our restoration was “in progress” and we wanted to check out other Shelbys. We met Carroll Shelby, enjoyed and compared cars in the concours and popular vote shows, and watched a crazy-fun vintage race with real Shelbys. We got to know a lot of people within SAAC MD, who offered advice, stories and friendships. The hook had been set.

In 2003 we drove to Nashville for SAAC-28. It was our first convention with the “BLUE” car. We towed it on an open trailer, with fresh paint in the pouring rain. We met Carroll Shelby again, and Dennis Gage from “My Classic Car.” We won 1st Place in the Popular Vote show in our class (I’m not







sure if that was because of the car, or because Bonnie was wearing an American flag halter top under her umbrella. But what the hey, maybe people were feeling patriotic).

It was the first time that I had driven the car on the highway in thirty years. "Nervous" doesn't even begin to describe how I felt. It was also the first time that we realized the enthusiasm people share and the true value of our car. We even had one guy follow us and offer a blank check for the car. We heard many comments along the line of, "I used to have a Shelby, but I sold it to buy furniture or put a deposit on a house." It rained for the whole trip back to Maryland, but it truly looked like the "Blue" car was smiling in the rear view mirror.

In 2004, we entered the Shelby in a Halloween Contest on Kent Island. We decked it out as a P51 Mustang. It had a working propeller, flaps and rudder. It had vintage WWII markings, decals, and insignias. We took first place. It just goes to show what happens when you give mechanics too much time and too much beer.

In the spring of that same year, we were invited to the "Wings & Wheels" show at the Kent Island Airport. However, they didn't ask for the Shelby. They wanted the "P51" to set up on the tarmac with the vintage planes. Someone actually asked us if we flew it there! We made a poster of it and sent it to Mr. Shelby to sign. He thought it was hilarious and wrote "Beautiful! Off we go into the Wild Blue Yonder."

In 2015 and 2016 we were honored with an invitation from the National Capital Region Mustang Club to display our Shelby in the Washington D.C. Auto Show at the DC Convention Center, as a part of their "Fifty Years of Mustang" display. After many years of local shows, parades, rallies, cruise-ins, high school reunions, parade laps and a dozen SAAC conventions, "Mustang Sally" never gets old. Although the future remains untold, one thing we can be sure of is that we will be riding our "Painted Pony" as long as we have "Horsepower."

<b>Class:</b>	<b>8</b>	  
<b>Car Number:</b>	<b>110</b>	
<b>Year:</b>	<b>1966</b>	
<b>Make/Model:</b>	<b>Shelby GT350</b>	
<b>Owner's Name:</b>	<b>Kevin Cauley Rockville, MD</b>	










# COBRA TOUR 2016

## OHIO EDITION

– Photos by Penny Sharp and Jim Sfetko

Cobraistas Tom Cotter and Jim Maxwell have been putting together a week-long driving tour for original Cobras for the past eleven years. Each year they choose a different area of the country with scenic roads that are challenges to drive. Pleasant overnight stays and interesting restaurants are part of the event.

There were fifteen Cobras on this year's tour and they arrived for the start from eleven states: Alaska, Montana, Washington, California, North Carolina, Missouri, Kansas, Ohio, Delaware, Georgia and Michigan.

When you think of great touring roads, Southern Ohio isn't the first place that comes to mind; Highway 1 in Big Sur, Valley of the Gods in Arizona, or the Blue Ridge Parkway, sure. But who has heard of Hocking Hills in Ohio? Actually, it's a well-kept secret but it is known to *Road & Track* and *Car and Driver* road-testers. C/D has described the route as, "maybe the best in the world, this side of the Nürburgring." Tight and sweeping curves along with blind summits that lift your stomach like a roller coaster. The added pleasure was that traffic was nearly non-existent and left the Cobra drivers with the rural, scenic roads almost all to themselves. Does it get any better than that?



CSX2321, CSX2551



Every stop a photo op.





CSX2060



CSX2497



CSX2181



CSX2174



CSX2321



CSX2393



CSX2401



CSX2490



CSX2551



CSX2546





CSX3232



CSX3139



CSX3204



CSX2316





# Shelby Series 1



*Carroll Shelby proves that the original Cobra was a tough act to follow - even for him.*

— Rick Kopec

The Cobra is both an albatross around Carroll Shelby's neck and an eagle on his shoulder. It is an eagle because as a sports car, the Cobra has become an American icon. It sprang from the imagination of one man – it was not designed by a committee. It initially raced against the new Corvette Sting Ray, where it was the underdog. It quickly established itself as a dark horse that overcame the best sports car that the General Motors monolith could devise. The competition Cobras were developed and prepared by a tight-knit group of California hot rodders, British and New Zealand race car fabricators, former USAC mechanics and dry lakes racers. Once the cars began consistently beating Corvettes in this country, the Cobra Team put Ferrari in its cross-hairs. That meant traveling to Europe, and within three years the Cobra emerged as the World Champion. It was like a Hollywood movie, except that it was all true.

The Cobra is also an albatross around Carroll Shelby's neck because everything he has done since the Cobra is measured against that car. Fifty years later it is still a credible high performance sports car capable of holding its own against any other production car you can name. It appears on just about every "Top 100," "Top 25" or "Top 10" list of the Most [fill in the blank] "Important," ... "Influential," ... "Celebrated," ... "Desirable" sports

cars of the past 50 years. The Cobra is a very high bar to scale. Even for Carroll Shelby.

The genesis of the Shelby Series 1 was not a direct line from the original Cobra. Shelby sensed the decline of the performance car as the shank end of the 1960s approached. Federally mandated safety and emission regulations and increased insurance costs conspired against 400-horsepower muscle cars. Shelby began stepping out of the picture as the 1969 models appeared. The Cobra roadster was already history and by 1968, the "Cobra III" – a prototype for the "next generation" Cobra which came to be called the Lone Star – dead-ended with only one example produced.

Shelby correctly interpreted the signs of increasing governmental regulation and diminishing performance. He spent the 1970s dabbling in commercial real estate in the U.S. and running a safari company in the Central African Republic. However, the political climate in that country was changing rapidly, so Shelby divested his interests there and returned to the U.S. In 1983 he got a call from Lee Iacocca, who asked him to help provide some performance sizzle for the ailing Chrysler company by jazzing up some of the 4-cylinder, front-wheel-drive cars in its stable. Shelby climbed aboard, certainly to help out his old pal, but also to show the automotive world that while he might have been

out of the picture for a decade, he was not a washed-up has-been. He still had the magic touch.

The result was a generation of Dodge-Shelby models, followed by a series of Shelby-Dodge cars built by his own company, Shelby Automobiles, Inc. based in Whittier, California. Carroll Shelby, it turned out, still had the yen to build another sports car with his name on it. His experience with the Cobra had taught him that he could not go it alone; he needed a very close relationship with a major automobile manufacturer. As the Shelby-Dodge program began to wind down at the end of the 1980s he was working on just such a car. As fate would have it, his health turned south and the long term prognosis was not good; in not so many words, his doctors told him not to buy any green bananas.

The fix was a heart transplant, but you don't get one of those overnight. Shelby's case was evaluated by a committee of specialists and after he successfully passed through that gauntlet, his name went onto a list. In the meantime his condition grew steadily worse. When he finally got near the top of the recipient list he was advised not to travel more than two hours away from the hospital because a donor heart could come at any time. It was a waiting game. In June of 1990 that call did come. Shelby received his transplant and the rest is history. Or so it might seem.



When Shelby started working on his new sports car, in 1999, he naturally used his contacts in Chrysler's engineering department. Interest inside of Chrysler was tickled and when his health problems sidelined him, work on the sports car continued. As higher and higher levels of management at Chrysler learned of the project, the idea of having their own high performance sports car – a direct competitor to Corvette, Porsche and Ferrari – began to look better and better. It eventually landed on the desk of Chrysler President Bob Lutz. He liked the concept and took it to Chairman Lee Iacocca who, no doubt, recalled his role in what became the original Cobra project. The Viper was given the green light. The performance goal was to beat the original 427 Cobra's zero-100-zero time of 13.2 seconds. Since 1965 that had become the ultimate performance benchmark. With Carroll Shelby recuperating from his successful heart transplant, he was unable to take an active role. He was billed as an "advisor" on the Viper project.

The first Viper, a hand-built concept vehicle, appeared at the North American International Auto Show in Detroit in January of 1989 and it was the talk of the show. The decision was made shortly thereafter to put the car into production and the first Viper was completed in December of 1991. On Memorial Day of 1991 Shelby drove a Viper pace car at the Indy 500.

By 1991 Shelby was on the rebound. His new heart gave him more energy than he had in a long time. He was never very far away from the automotive world and he had been keeping an eye on the skyrocketing values of original Cobras. Record selling prices seemed to be set every time a car changed hands.

In 1989 Shelby asked noted Cobra restorer Mike McCluskey to investigate the sourcing of all of the parts and components necessary to build exact duplicates of the 427 S/C. When the prices of original 427 S/Cs began flirting with the \$700K range in 1991, that got Shelby's attention. He directed McCluskey to begin assembling a 427 Cobra S/C using these parts. His

plan was to sell subsequent cars through his company—Shelby American. As such, they could hardly be called "replicas."

In 1965, the intention had been to build 100 427 Cobra competition models to meet the FIA's production requirement in order to race in the GT class of the World Manufacturers Championship. By the time the FIA inspectors visited Shelby's factory at the end of April, only 51 cars had been built. Certification of the 427 Cobra was withheld and Shelby American was forced to campaign the previous year's 289 Cobra roadsters and Daytona Coupes in FIA events. A call to AC Cars, Ltd. put a halt on production of competition 427 Cobras and started building 427 street models.

Shelby knew that 44 427 Cobra competition serial numbers had never been issued in 1965. That was a statement of fact recorded by SAAC's Cobra registry. McCluskey had procured enough parts to build fifty cars. He finished the first one and it was left in bare aluminum (so it could be driven without worries about stone chips, dings or scratches). It was given the serial number CSX3056 and it carried large, white meatballs on the nose and fenders with the number "98" – Shelby's race number.

Never bashful about publicity, Shelby showed the car off to the press. They reacted like sugared-up six year-olds at a birthday party: Shelby was building "original" Cobras again and that was big news! He let the word slip that one of these "completion cars" could be had for \$500,000 (two-thirds of the going rate of an original S/C). Pictures of the car quickly appeared everywhere, including in the newest automotive media – television and videotape.

The cars weren't "original" but because their assembly was subcontracted to McCluskey and they were then sold by Shelby American, Shelby considered them genuine Cobras. Cars were built only as orders were received and within a couple of years a half dozen had been completed and delivered. But just as there had been a quick run-up of Cobra prices in the

early 1990s, the roller coaster dip that followed saw prices begin returning to where they had been a few years earlier. Those \$750,000 427 S/Cs were now changing hands in the \$400,000 neighborhood. Shelby's completion 427 S/Cs were suddenly not such a good deal and interest cratered.

Never one to allow himself to become discouraged, Shelby had also been watching the Cobra replica market. There seemed to be no end to the number of manufacturers who offered Cobra kits, on a continuum from horrendous to top shelf. Shelby stepped into the arena with a 427 S/C of his own. He called it the CSX4000 series component Cobra. These cars were, essentially, full-specification 427 S/C Cobras available with a choice of fiberglass, carbon fiber or aluminum bodies. They came without engines and transmissions and sold for between \$45,000 and \$75,000, depending on the level of componentry.

Realizing that finding decent 427 side-oiler blocks and heads some thirty years later represented a real obstacle for CSX4000 owners (and hence, the sale of the cars), Shelby got permission from Ford to begin manufacturing his own 427 engines in aluminum. It was an expensive undertaking, but he realized there would be a market for these engines beyond the cars he would be building.

Shelby's Cobra business was beginning to spool up. The tax advantages of establishing a business in Nevada were especially enticing and soon he was operating out of a small building in North Las Vegas. At the same time, he announced his intention to build a large production facility on the edge of the new Las Vegas Motor Speedway complex. His health, however, was not keeping pace. In late 1995 his kidneys began failing as a result of the medications his heart transplant required him to take to fight rejection. In January of 1996 he underwent a transplant operation and received a kidney donated by his son Mike.

On top of everything else that was happening in his life, Shelby was still interested in building another sports



car. "A *real ass-kicker*," as he often said. He knew that no matter what it was, it would be compared to the original 427 Cobra (his albatross) but he wanted the car to be clean-sheet-of-paper new and worthy of his name.

During this time, Shelby was forced to concentrate on the medical aspects of his life. Despite his healthy heart, he was 73 and his age was beginning to show. The President and Chief Operating Officer of Shelby's latest businesses was Don Landy, who had represented himself as a lawyer, but was without the credentials. He oversaw the day-to-day operations and one of his responsibilities was to find ways to keep Shelby financially healthy. This included managing Shelby's "Original Texas Chili" company as well as negotiating royalties for the use of Shelby's name, trademarks and copyrights (name, likeness, logos and other properties like the "GT350" and "GT500" names, for example). This was more lucrative than it sounded, as there was no shortage of model companies wanting to make Cobras and Shelby Mustang scale models, and artists with posters to be signed. Shelby's autograph was becoming a very desirable thing to have. There seemed to be no shortage of individuals and companies lining up to use Shelby's name or trademarks on everything from golf carts to apparel.

Landy and Shelby spoke often and when Shelby brought up his idea for a new sports car, Landy was quick to see that he would need an existing engine for this new car. He could not go to Ford (due to an ongoing law suit over the GT350 name) or Chrysler (they already had the Viper). The only American manufacturer left was General Motors. He would have to step lightly around Chevrolet because the last thing they wanted was in-house competition for their Corvette. Shelby read that GM was creating a new 4.6 liter V8 engine for the Cadillac called the Northstar. He reasoned that the Cadillac customer base was perfect for a new, high performance sports car and Cadillac already had some racing in its history. If they were looking to change their stodgy image, Shelby was just the guy that could do that.

Landy took the ball and ran with it, but even though he was representing Carroll Shelby, he wasn't Shelby. Cadillac was not interested—but Oldsmobile might be. They would be getting their own 4.0-liter version of the Northstar engine which would power their new Aurora sedan. John Rock had recently taken over as the Oldsmobile Division General Manager and it was rumored that he was looking for ways to inflate the company's sagging image. Olds was planning to build a special version of the 4.0 Northstar engine for use in the Indy Racing League series for open wheel

race cars. The timing for a Shelby sports car proposal seemed perfect. Landy packed his bag and headed to Detroit.

The idea of an Oldsmobile powered sports car built by Carroll Shelby interested Rock enough to give Landy an audience. However, Shelby wasn't making the pitch – Landy was. Landy wasn't an automotive guy, and he sure as heck wasn't Carroll Shelby. Rock was not impressed with him. The proposal, while not being rejected out of hand, sat on his desk.

Landy reported back to Shelby that there appeared to be some inter-

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## SHELBY'S NEW COBRA

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est from Rock, so they decided to help move the project along on their own, aided by the automotive press which was always attentive to any Carroll Shelby project. And for good reason: for forty years, whatever Shelby did was news. Shelby and Landy were soon trumpeting that Shelby's latest project was "a Cobra for the 1990s" and passing out photos of a large scale model which Landy had ordered a model maker to create. It looked like a roadster version of the original Cobra Daytona Coupe. Shelby provided his usual flamboyant sound bites: *"It's going to be an ass-kicker—not a little tin can."* The proposed price tag was put at \$75,000 because, *"if I can't sell it for \$75,000, I won't build it."* How many? *"I'm only going to build 500 of them."* And he chose an Oldsmobile engine because, *"it's the only engine out there that's worth a shit."* Shelby was a bubbling fountain of colorful quotes.

Oldsmobile had not yet signed onto the project but Landy was beating the drums as if it was already a done deal. As push came to shove, Shelby began to have second thoughts about getting back into the car business. It was an entirely different world from the one he had waded into in the 1960s. He was older now (and supposedly wiser), and he was not in perfect health. Landy continued pushing, however, probably feeling that once momentum was lost it would become impossible to regain. Shelby began to wonder, did he really need this? Landy convinced him that he did.

John Rock had yet to make a decision about Oldsmobile's involvement in a sports car project. Shelby had, over the years, developed a gigantic network of people in the automotive industry and one was a friend named Vic Olesen, a semi-retired marketing executive who also happened to be, as it turned out, a good friend of John Rock. Shelby asked Olesen to act as a go-between and see if he could accurately gauge Rock's level of interest. Olesen discovered there was some, but Landy was quickly draining it away. After learning that Oldsmobile had plans for a wide-ranging motorsports program (World Sports Car, IMSA,

and even a new IRL series) Landy had cobbled together a proposal for not only an Olds powered Shelby sports car but a program for Shelby American to handle all aspects of Oldsmobile racing. Rock saw the camel's nose getting under his tent. The more Landy talked, the more Rock disliked him. It became clear to Shelby that it was up to him to do something to hold things together.

In the previous year, 1994, Shelby met Don Rager through an organ transplant organization. Rager was a Las Vegas businessman with a background in accounting. He was also a car enthusiast who was drawn to Shelby and they hit it off. Rager had undergone a recent liver transplant and Shelby was on his way to getting a new kidney. Shelby found himself agreeing less and less with Landy but was reluctant to let him go until he had a suitable replacement. He found exactly that in Don Rager.

With Landy out of the picture and Rager in it, Shelby's Olds-powered sports car project began to pick up speed. Vic Olesen and Eric Davison [*whose detailed book, "Snake Bit—Carroll Shelby's Controversial Series 1 Sports Car" was heavily relied on in researching this article*] came on board the sports car project, getting orders and guidance from Shelby but filtered through Rager – who made Landy look good.

Don Rager seemed to be at the center of a perpetual maelstrom which was mostly his own creation. He jumped from crisis to crisis. He rarely returned phone calls or responded to memos or faxes, and he seemed to con-

stantly be running behind schedules that he, himself, had created. He tried to micro-manage everything and meetings with him were full of loud talk, big promises and lots of arm waving. But when the smoke and haze cleared, little had been accomplished. Rager also set himself up as the only one who could talk with Shelby. Anyone who wanted to say anything to Shelby had to go through him. As Shelby's kidney situation grew worse he relied more and more on Rager. Before long Rager had installed himself as the head of the Shelby sports car project and everything was routed through him.

In November of 1995, at the annual SEMA Show in Las Vegas, it all came together. Oldsmobile agreed to provide Shelby engines and technical support. They would also make available whatever GM parts were required at a fair price and would pump some money into the project. A month later, at a follow-up meeting with John Rock at Olds' headquarters in Lansing, Michigan, Rock finally gave his official approval. With everyone at Oldsmobile worrying about a division's survival, many enthusiastically saw a parallel between what the Viper had done for Dodge's image with Shelby's help and what Shelby had done for Ford's image with the Cobra. Now it was time for the Texan to work some of his magic for Oldsmobile.

Shelby hired several competent people to take care of the engineering and production details. Oldsmobile directed a few high level people of their own to help cut through the corporate red tape. The schedule called for two





prototypes to be finished in time for the Detroit and Los Angeles automobile shows in January of 1997. The cars would also appear at a large Oldsmobile dealer meeting in April and one would be the pace car for the Indy 500 in May (the first IRL race where the Northstar engine would be used). In return for all of this exposure, Olds ponied up \$1,000,000 to get the prototypes built. At this point all that existed were drawings of what the prototype car might look like.

Shelby provided the general guidelines. The car had to be fast, but it also had to be light—because the engine would only be 4.0 liters. To aid in balance and weight transfer it was decided that the transaxle unit would be mounted in the back while the engine would be up front. That would provide a 50/50 front-to-rear weight distribution. Peter Bryant was the car's designer. He had an extensive resume. He had worked as an engineer for Aston Martin when Shelby drove for the factory in 1959. He had also worked for Shelby American on the Daytona Coupes and more recently had put together the Can-Am team that built and raced the Ti-22 cars. He was a very talented guy and there wasn't much he couldn't do. Once again, Shelby had found the right man for the right job at the right time.

As the project got off the ground it was anything but smooth sailing. Some within Oldsmobile were against it, mainly because of the N.I.H. mentality which permeates Detroit ("not

invented here"). Others were concerned that money allocated to this project would have to come out of someplace else in the budget and feared it was their's. And some failed to see the need for a sports car built in such limited numbers.

The next meeting was held later in the year and the long knives came out. Rager and Davison left the meeting with a commitment for a lot less than the original promise of \$1,000,000, less technical support and they even lost the Indy 500 Pace Car promise. Rager was basically offered a take-it-or-leave it deal, and in order to keep the project alive (and not face Shelby's wrath) he grabbed it like a drowning man lunges for a life preserver.

By this time Shelby had successfully undergone his kidney transplant and the company was operating out of a small-ish building on the north side of Las Vegas because their new facility out at the track was under construction. Cobra CSX4000 series cars were being built there.

As work on the two Series 1 prototypes progressed off in one corner, there was another meeting in Las Vegas. Shelby and Rock both attended this one (it was the first time they had actually met) and in light of Oldsmobile's reduced financial investment, it was suggested that dealers help finance the construction of the cars. Finding the capital to build the prototypes was, at that point, the overwhelming obstacle. Everyone realized that Shelby's oft-quoted retail, price of

\$75,000 was just bluster that made good press. Rock suggested the cars could be built for \$60,000, sold to the dealers for \$80,000 and the dealers would sell them to the public for \$100,000. This, without even seeing a completed car.

Oldsmobile's suggestion of putting together a consortium of dealers which would bankroll production costs for a car that had not yet been built was an idea that must have been generated under the influence of hallucinogens. Nevertheless, Rager approached the dealers at a meeting which had been set up in Las Vegas. The entire Series 1 dealer network consisted of 26 dealers. Only a few were large enough and successful enough to bankroll even a portion of the Series 1 project – if they had wanted to. And they didn't.

Work on the prototype car continued. The original shape (as pictured in the first press photos that Landy had handed out) resembled a Daytona Coupe in roadster form. It was a visually pleasing design that had been penned by an illustrator from Colorado named Michael Mate. That design had been fresh several years earlier but now there were other cars in production that resembled it—especially the Jaguar XJ Coupe. So a new design was required. Shelby, Rager and Bryant all agreed that the shape had to harken back to the original Cobra roadster: it should be powerful looking and aggressive. Bryant found three new designers who set to work creating what would become the Series 1 shape. Most of the dimensions would be dictated by the car's weight. The engine would not be capable of 500 horsepower but Shelby insisted that the new car perform like a Cobra, so everything would have to revolve around light weight.

Peter Bryant headed a team of designers and engineers whose resumes included aerospace experience as well as automotive production and racing backgrounds. Rather than build the prototypes in Las Vegas, the decision was made to construct them at Shelby's facility in Gardena, California. Shelby liked that because he spent most of his time there and he





could keep track of the progress. Bryant liked it because it put some distance between him and Rager. However, a lot of time was lost due to Rager's insistence that he be made aware of every minute detail.

As work on the aluminum chassis progressed, Shelby began whetting appetites by feeding *Autoweek* information about the car. Their September 23, 1996 edition carried a story reporting that the paperwork between Shelby and Oldsmobile had been signed the previous week. The engine would be the 4.0 liter, 32-valve Olds putting out 350 horsepower. The article went on to describe both roadster and coupe body styles, and that the weight would be under 2,400 pounds. Shelby's oft-quoted \$75,000 price was also mentioned.

With Oldsmobile's original \$1,000,000 commitment gone, Rager, Davison and Olesen were left to search for operating capital. Rock had suggested involving one or more well-heeled Oldsmobile dealers but that idea never went anywhere. The next avenue was suppliers. A unique business plan was put together and Rager was able to sell it to their vendors. In a nutshell, the vendors would pay for developing the parts and components. Shelby would, in return, purchase the parts directly from them, at a price which would cover most of the development costs. Parts suppliers were guaranteed that the pieces they developed would be used (instead of merely competing against other suppliers in a

bidding process). Shelby would bear no initial development costs (which was perfect because they didn't have the money). The vendors would begin to be paid as deposits from buyers were received.

The company was still short of operating capital. When it could, it relied on income from CSX4000 sales. One of the biggest obstacles turned out to be finding a supplier for the car's interior pieces. The interior was a complex area with special demands. There were safety requirements and specific dimensions, such as the distance between the windshield and the driver's head. Attention to seatbelt and padding placement was all part of the equation. Peter Bryant began shopping for a company that could provide interiors but he did not encounter much success. The expense involved in creating something from scratch was high, and because only 500 cars would be built, there was no promise of volume to amortize costs.

Bryant struck pay dirt when he called on Venture Industries in Detroit. Venture was a major auto industry supplier specializing in the manufacture of plastic moldings. They also had experience in building prototypes as well as interiors. After some consideration they agreed to provide interiors for the Series 1. They were also interested in producing entire bodies for the cars as a way to showcase their experience in carbon fiber technology. Venture had deep pockets and Shelby would soon be plumbing

the depths.

By October of 1997 two prototypes existed. One had appeared at the Detroit Auto Show earlier in the year and was now dismantled. The second car had been turned into a rolling laboratory in Gardena. It showed the effects of testing, and before being put on display for a Shelby dealers' meeting at the IRL race at Las Vegas Motor Speedway, it was given new paint and a general cosmetic once-over. Don Rager, who had begun appearing in a black cowboy hat, drove it around the speedway prior to the start of the IRL race, which was held at night. By this time deposits had been received for some 50 cars.

By the end of 1997 the design was more or less finalized. The price was set at \$97,750 but dealers were told that once production began the price would likely go up. Everyone involved with the project also realized that there was no way the initial promise of production beginning by the end of the year could be met.

To help the dealers promote the Shelby Series 1 prior to having any cars to sell, a non-running mock-up was made. It used a set of early body panels mounted on a wooden platform. From six feet away it was impossible to tell it from a running car...of which none existed because they had been continually disassembled and re-assembled for research and development. The "pushmobile," as it came to be called at the factory, made the rounds from dealer to dealer through-





out 1998. Pictures of the car were run in the December, 1997 issue of *Motor Trend* along with an interview with Shelby. He estimated actual production to begin in March of 1998 and that the price would be an even \$100,000. Both the date and the price proved to be somewhat optimistic.

Work continued on many fronts simultaneously. The engine was finalized: the 4.0 liter DOHC Aurora V8 would produce 320 horsepower. Shelby had originally envisioned using the Northstar engine but he quickly discovered that GM was an inhospitable labyrinth to outsiders. The more powerful Northstar was only intended for use in the Cadillac and that was that. Engines received from Oldsmobile had to undergo some Shelby massaging: new camshafts (from the Cadillac STS), a reconfigured computer chip, a free-flowing intake manifold, exhaust headers, high-flow catalysts and Borla 2.25" stainless steel exhaust. Shelby had wanted the engine to be supercharged but GM Powertrain forbade it. They were afraid that a supercharger would put a strain on the engine components and reliability would become a problem. Shelby was unaccustomed to having someone tell him "no," but a supercharger was a deal-killer, so he acquiesced. Nevertheless, the 400 horsepower figure was still in the back of his mind and the only way to extract that from this engine was by supercharging it. Once the GM stranglehold was loosened, supercharging would become an option; but at the beginning it was off the table.

The transmission was also finalized. Shelby had wanted to use a 6-speed transaxle mounted in the rear to provide even weight distribution. But the new Corvette was going to make use of a transaxle, so GM nixed Shelby's request to share technology because they wanted the Corvette to use that system exclusively. As a result, Shelby was forced to look elsewhere. Getrag, the German manufacturer, was the first one they went to, but Shelby's production requirement of only 500 units was deemed too small. That left the ZF gearbox, which had originally been

used in the Pantera. ZF had issued a license to manufacture units to Roy Butfoy in Dallas. Butfoy had worked for Holman-Moody and had been the master transaxle builder for the Ford GT MK II program. Shelby's requirement of 500 transaxles was almost too large for Butfoy's shop. On top of that, the five-speeds would have to be re-engineered into six-speeds. Butfoy signed on and agreed to work clandestinely.

The suspension also created problems. Peter Bryant was insistent on creating components of his own design. Others on the engineering side wanted to use Corvette parts which would save money. Shelby had initially been told that part of the deal with Oldsmobile was that he would be able to purchase necessary parts from GM. However, he soon learned there were limits. The new Corvette C5's suspension would remain proprietary to the Corvette. Shelby had to make due with the C4 suspension parts. They were forged aluminum and for Shelby's purposes, actually turned out to be superior to the C5 pieces.

While all of these pieces of the puzzle were being massaged into place, the people in the front office were going through gyrations trying to handle the dealer network. After all, it was not easy to sell cars which did not yet exist. They also had to establish a marketing and advertising campaign – again, for a car that did not yet exist. And all the while, keep the excitement

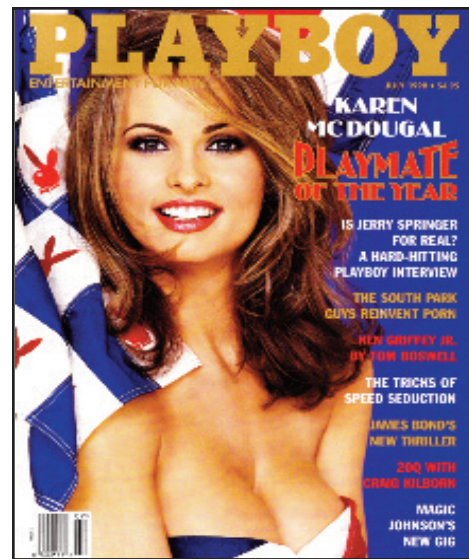
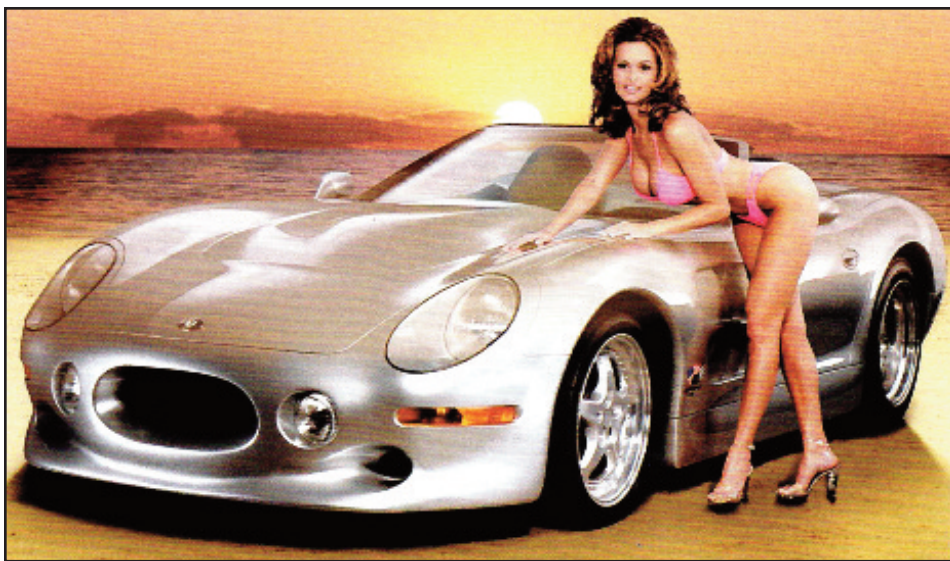
level high to maintain continued interest. Advanced deposits of \$50,000 per car (\$10,000 of which was non-refundable) kept the company alive in the beginning. These funds were used to cover payroll and overhead expenses.

In February of 1998 Oldsmobile requested a meeting to review the project. Don Rager had been going head-to-head with several people at Oldsmobile over engines, horsepower and various parts. He was afraid that Oldsmobile was looking for a reason to pull out of the project. The meeting included the presentation of a written progress report. In it, all of the problems with the project were blamed on Oldsmobile and Rager played hardball. The meeting went well and by its conclusion the suits from Oldsmobile assured Rager that the company would honor all of its commitments. After the meeting, on the way to the Detroit airport, Rager was happy. He told Davison, "We've got 'em where we want 'em. They can't back out now."

Oldsmobile's purpose for calling the meeting had actually been to try to figure out how they could capitalize on the new sports car and their association with Carroll Shelby. The company had been willing to commit millions of dollars to make the Series 1 into Oldsmobile's version of the Viper, but Rager's arrogant style, conceit and general attitude turned them off. The result was that Oldsmobile merely acquiesced to the present contract instead of pushing a large stack







of new money onto the table. Rager was oblivious to what had just taken place.

The chassis was finalized in April and the MSRP was bumped to \$113,975. To stimulate sales, dealers were told that the price increase would not go into affect until the end of the month. This allowed them to make deposits in their own name, to purchase cars at the present price and then sell them at the new (higher) price after they were delivered. This would bring them an additional \$7,000 in profit. "Price protected" was the term used to describe this. The reason, of course, was to stimulate cash flow. Only a few dealers took advantage of the new pricing but they were enough to enable Shelby American to make its payroll. Things were that tight.

One of Don Rager's big marketing ideas was to give a Series 1 to *Playboy* magazine, which would be given to the 1998 Playmate of the Year. By Rager's estimates, Shelby's cost of the car (which he put at \$75,000) was about equal to the cost of a full page color ad in the magazine. The car would be featured in one issue, the ad would run in the following issue, and editorial coverage would be given in a third issue. Rager's deal-sweetener with *Playboy* was that they would also get a CSX4000 to give to the Playmate of the Year the following year. And best of all for Rager – who was as starstruck by the whole *Playboy* fan-

tasy as a teenager in the throes of puberty – was that he would be invited to the annual gala party at the Playboy Mansion when the Playmate of the Year was announced. When it came time for the photo shoot, the only car available was the "pushmobile" and Rager insisted, for some reason not apparent to anyone else, that Playmate Karen McDougal not pose with the car in the nude.

July 29th was D-Day, the day chosen for the unveiling of a running, pre-production car. Shelby's new facility on the edge of the Las Vegas Motor Speedway property would also be unveiled. The event was billed as an open house and a Series 1 demonstration. Invitations were sent out to every Oldsmobile/Series 1 dealer and everyone who had ordered a car (125 at that point). The local Las Vegas press was also invited, as well as the families of all the Shelby employees. Additionally, *Motor Trend* magazine had been promised that they could drive the car prior to the event so they could get some driving impressions.

About 100 people were on hand when Don Rager welcomed everyone and introduced Carroll Shelby, who said a few words. The temperature was 106° (the track temperature was 130°). More than 60 dealers and buyers were shuttled between Shelby's building and the track, where race driver Scott Maxwell gave them each one hot lap around the banked oval. Work on the car had been a continual

thrash until the day of the open house. Although virtually untested, the car performed flawlessly; its engine temperature never went above 200°.

*Motor Trend's* Editor, C. Van Tune, drove the car the following day and it continued to perform exceptionally well. He was well aware that this was a hand-built, pre-production prototype and although his resulting article acknowledged some obvious faults, overall it was very positive. The November, 1998 issue led off with a statement that the Shelby Series 1 was "the most significant car Carroll has ever produced." So much for the Cobra.

Larry Winget was the sole owner of Venture Industries. He had started a small plastics molding business in Ohio and now found himself with a large Detroit company that did a billion-plus dollars worth of sales all over the world. Winget somehow decided that he wanted to become involved in the automobile business. Prior to Venture's becoming a supplier for the Shelby Series 1, Winget had never heard of Carroll Shelby. His people were aware that the Shelby project was having problems: production was behind schedule, costs were higher than estimated and there was never enough money to pay bills. Venture was owed \$19,000 for every car produced and they had yet to see a fraction of that money. Still, Winget was interested and when Rager was told that Venture had an interest in buying into the company, he could not believe



his ears. An infusion of capital would just about guarantee that the cars would be completed. And there were other projects out there on the horizon. Shelby was 75 and at some point he would probably like to cash out. This was wonderful news.

Or so it seemed. But Rager was about to learn a difficult lesson. When someone shows up with a large infusion of cash, they don't drop the money off and drive away. Their "investment" allows them to dictate a lot of terms. If you had been making decisions and giving orders, you were suddenly reduced to watching others make decisions and you taking orders.

By December of 1998, Shelby Series 1s were no closer to being produced than they had been at the introduction and open house back in July. Dealers were calling constantly; they were besieged by buyers who had put down \$50,000 and were only receiving excuses second-hand. Soon the demands for refunds began, and the staff in the front office became adept at dealing with these unhappy campers. Very few refunds were actually provided but mostly buyers just wanted information. The problem was that their expectations were so high – fueled by magazine road tests and the usual Shelby snake oil – that they were just anxious to get their car. The threat of cancelling their order was just a way to get someone at the factory to return their calls.

The automotive hobby just about comes to a standstill every January

when everyone looks towards Scottsdale, Arizona where several high visibility auctions take place in the same week. The largest one is Barrett-Jackson, which is televised live over four or five afternoons and evenings. Most of the people who generally attend these auctions fit the profile of the potential Series 1 buyer. Don Rager's idea of maintaining a presence at Scottsdale was through involvement with the Titan Motorcycle Company.

Interest in motorcycles, and especially Harley Davidsons, skyrocketed in the 1990s. There were several reasons for this. First, the age of the average buyer – a male in his 50s – put him in the bracket where he had a large amount of disposable income. Second, Harley Davidson had positioned itself in the marketplace to appeal to these buyers with a product that was technologically advanced (and trouble free) while harkening back to the days when Harley riders were considered tough guys or bad boys. Their bikes were big and loud, and had lots of chrome. And they could be infinitely customized so that no two were alike. Large meets like Daytona or Sturgis drew hundreds of thousands of riders annually and became communal events which gave owners a purpose beyond just going for a ride.

All of this enthusiasm led to small companies offering their own lines of custom motorcycles. Previously, owners would either build their own custom bikes or bring their stock bike to a custom shop. However, in the late

1980s a cottage industry grew up around custom choppers. These companies specialized in custom bikes based on Harley style, V-twin engines and custom components. One of the largest was Titan, whose models sold for between \$35,000 and \$60,000. It was there that Rager saw an opportunity. He pitched the idea that Titan create a special Shelby-Titan model motorcycle. Rager suggested that Titan make 500 of them and they could be numbered the same as the Series 1. It was a natural: buyers of Series 1s could have the same serial number on their Shelby-Titan motorcycle.

Rager must have had what little common sense he possessed clouded by looking at too many biker babes decked out in leather halters, thongs and chaps because he clearly wasn't thinking straight. Nevertheless, he was able to push forward a joint promotion between Shelby and Titan. Carroll Shelby would get a bike of his own (as tribute only; can you picture a 76-year old heart and kidney transplant recipient riding a chopper?) and a royalty on the sale of each \$50,000 Shelby-Titan model. Both companies would enjoy the publicity from the cross promotion. When the smoke cleared (and when Rager was involved, there was always plenty of smoke) Titan sold only six Series 1 motorcycles.

Production of Series 1s cars was still not around the corner due to problems coming from just about every di-



Titan production of the special Shelby Series 1 bike was intended to match Series 1 production (500 were envisioned) but only six buyers of the custom motorcycles ever materialized, demonstrating that cross-over between Shelby and motorcycle enthusiasts was minimal.



rection. Demands from buyers became exhausting and clearly something had to be done. So, a “delivery program” was begun. Buyers were invited to Las Vegas to tour the factory and went through an “indoctrination program” where they learned about the Series 1 and received a driving lesson in a factory demonstrator from race driver Davey Hamilton at Las Vegas Motor Speedway. Hamilton drove for A.J. Foyt in the CART and IRL and lived in Las Vegas. Buyers also received a custom made Series 1 leather jacket, numbered to match the car and signed by Carroll Shelby. It was touted as a \$1,500 item (although Shelby got them for considerably less). The delivery program went a long way towards calming down buyers who were having doubts about ever seeing a car.

In May of 1999 two Series 1s were delivered to a government-approved facility near Riverside, California, for crash testing. One car would be crashed front and rear and the second one would undergo a side impact test. Crash tests were not mandatory for small manufacturers, provided that they could show enough supporting data simulating what would happen if a crash took place. However, if something were to happen in an actual crash that was not indicated by the engineering data, there could be major liability for the manufacturer. With a high performance car, crashes were virtually inevitable; so the decision to crash the same cars which would be sold to the public was an easy one. Both cars passed, which seemed to surprise everyone.

Production began at Shelby’s Gardena facility and it was painfully slow. In May, Shelby received a bill from GM for 530 Aurora engines at \$4,000 per engine. This \$2,120,000 bill came as something of a surprise, because it was not the “grandfather” deal John Rock had outlined. The invoice caused an immediate panic because there was obviously no money to pay for the engines, and they would not be delivered until they were paid for. In addition to the cost, the engines still had to be modified to Shelby specifications. After a number of hastily called con-

ference calls, Oldsmobile relented and sent the engines with no up-front payment required.

Also in May, Venture decided to close the deal. They would purchase 75% of Shelby American, with Carroll Shelby retaining 25%. Rumors immediately abounded about how much Shelby received, but if anybody knew, they weren’t telling. Venture began funneling money into Shelby American. Well, sort of. The initial agreement was that they would pay all of the suppliers, all outstanding bills, and the payroll. But Venture decided what bills would get paid, and when. As Venture’s presence expanded, so did its influence. Chassis construction was pulled from the company that had been subcontracted to build them and moved to one of Venture’s facilities in Detroit – even though they had no experience in the production of welded aluminum chassis.

By March of 2000, 235 chassis had been completed. This was beyond the Department of Transportation’s deadline of December 31, 1999, but nothing was made of it. It meant that all Series 1s would be 1999 models, no matter how long it took to complete the build. In order to market them as 2000 models another round of testing and certification would have been required and this would have been prohibitively expensive. Dealers were faced with trying to sell a brand new car which was ostensibly a year old, but compared to past problems this amounted to nothing more than a small speed bump.

John Rock left Oldsmobile and the Series 1 program suddenly became a hot potato that no one wanted to touch. Venture was considering a lawsuit against GM/Oldsmobile for breach of contract because there was a question of Oldsmobile not living up to their end of the contract. This was mostly dust thrown into the air by Rager in order to conceal Shelby’s shortcomings. A continual revolving door of Oldsmobile personnel moving in and out made it almost impossible for decisions to be made and Shelby’s people had a difficult time dealing with Venture’s people.

While all this was swirling

around, Larry Winget was convinced that the cars were underpriced, and that dealers were taking advantage of him. He was intending to retroactively raise the price, initially to \$165,000 but eventually to \$174,975. His underlings had convinced him that because the car had Carroll Shelby’s name on it, they could get away with just about anything. However, when this was presented at a meeting with dealers, they became outraged. Accusations flew and a dealer from North Carolina who had sold the most cars was threatening to go to the state attorney general. As all this was taking place, only a handful of cars had been delivered. The rest were held up by a myriad of problems. Between Shelby’s sales personnel; Venture’s people, dealers (several had dropped out and now there were 17) and everyone’s lawyers it was bedlam.

Initially all cars were produced in Oldsmobile Centennial Silver and there were never any plans for variations. However, customers began requesting special colors as part of the sale. Not wanting to lose the sale, dealers contacted the factory and requested special colors. At first the factory balked, and then put the price of a repaint at \$7,500. Venture increased that to \$30,000 in an attempt to dissuade customers. One threatened to sue and Venture eventually backed down, but it was clear they did not want to go through the trouble of having cars repainted.

Stripes were another bone of contention. The cars were intended to be delivered without stripes, but when they sent a car to the Detroit show with blue stripes and one to Los Angeles with orange stripes, and when a car on magazine cover was shown with maroon stripes, suddenly stripes became a popular way to personalize the cars. Shelby American put a price of \$1,200 on stripes but when the demand became greater than they anticipated, and they realized how labor-intensive it was, they raised the price to \$2,500 – even for the cars they had quoted at \$1,200.

Oldsmobile announced on December 12, 2000 that they would be ceas-



ing operations. Essentially, that ended the Shelby Series 1 dealer network. Orders stopped being taken and whatever cars had yet to be delivered, were. By the end of 2002 a lot had changed. A few unsold cars were sold through auctions (most notable was a specially-optioned car with a supercharger and other unique equipment that sold for \$217,000 at Barrett-Jackson).

Shelby American had parts to complete 500 cars but only about 250 had been sold. They announced that they would sell a Series 1 to anyone who walked through their doors in Las Vegas. The price was reduced from \$175,000 to \$142,000. There is no record how many cars were sold in this manner but cars began to appear on the secondary market at prices from \$90,000 to \$125,000.

No attempt had been made to recertify any of the cars made after 1999. They had slipped off the government's radar until an inquiring potential buyer contacted them and asked if he purchased a car in 2001, would it be certified. This caused some initial interest by the EPA, but the number of cars was so small it was decided to just ignore them. By March of 2002 all of the cars had been completed. Shelby American had installed superchargers on a handful (the total price was \$215,000).

In March, 2003 Venture filed for Chapter 11. Larry Winget, sole owner of the company, is reported to have sunk \$50,000,000 into the Shelby Series 1 project. The rights to the company name and unused parts was unresolved and were in dispute following that. In the interim Shelby won back the rights to his company's name. It's probably something they teach in a law school course but the details are far beyond a layman's ability to comprehend.

In 2006 Shelby American announced they would use the unsold chassis, bodies and other components to build a new model called, appropriately enough, the Series II. It would have a redesigned front and rear and would carry a \$225,000 price tag. However it never materialized, probably due to the excessive cost to produce

it and the fact that it would need to be federally certified. A company called Superformance Distribution subsequently advertised "specially constructed vehicles" without engines and transmissions but only four were reportedly built.

There is no shortage of blame to go around for the failure of this car. Carroll Shelby's health problems and his advancing age are probably responsible for him not taking more interest in the project like he would have when he was a younger (and hungrier) man. As with virtually all small companies like this, it was undercapitalized and this resulted in the "Robbing from Peter to pay Paul" syndrome which is so common in these situations.

Shelby's initial unrealistic bluster and promises of light weight and better-than-Cobra performance as well as a \$75,000 price tag certainly didn't help. And Don Rager caused more problems than he ever solved, despite adopting a black Stetson and Tony Llama boots.

The Shelby Series 1 is proof that even someone like Carroll Shelby can only get so much mileage out of his original success. The Cobra is often used as a recipe for automotive success, but that success is a combination of the vehicle as well as its being in the right place at the right time and surrounded by the right people. History happens on its own the first time around. It cannot be coaxed a second time.



In the very beginning of the What-Do-We-Call-It meeting, more thought was given to what the car *couldn't* be called. The obvious name was "Cobra" because that's what everyone was already calling Shelby's new sports car, but that name didn't belong to Shelby any more. He had sold it to Ford in 1967 (depending on who is telling the story, the amount paid was either \$1.00 or \$1,000,000). However, there were a few years when Ford didn't use the Cobra name on any cars and copyright laws stipulated that if a name was not used continuously it could eventually fall into public domain where it could be used by someone else.

Replica manufacturers, lacking real legal knowledge, thought this was a loophole that allowed them to call their cars "Cobras." It was a gray area over which both Ford and Shelby were at odds because Shelby wanted to use that name on the cars he was presently building. Shelby agreed to call his cars "Shelby Cobras" and Ford would go after the replica companies who were using the Cobra name without their permission.

The image of a poisonous snake was obviously appealing to everyone (you're thinking, "Viper"), but anything remotely close to "Cobra" – including its relatives – was off limits. Shelby was unimpressed with the whole concept of a car's name. *"If it's a good car the name won't matter. And if it's a bad car the name won't save it."* He had been saying that since the 1960s when the GT350 was named, and he still felt it was true.

The only one who seemed to be making any sense was design engineer Peter Bryant. He reasoned that if this first Shelby/Oldsmobile model was a success, a second car was the logical next step. He suggested they call the car the "Shelby Series 1." This implied other models would follow and everyone was happy with that. Bryant even created a badge which featured a mean-looking snake's eye over a checkered flag pattern that denoted competition.

As it turned out, the most important name was not the car's name but that of Carroll Shelby. Based on past experiences, his name on a car was deemed a guarantee of success. Or, at least, so it was thought.



# SHELBY SERIES 1





# *A Remembrance of* **SAM SCOTT** *A Founder of Bolus & Snopes*

1937-2015

— William Jeanes

What's tough is calling Sam Scott to see how he feels about lunch on Friday and then remembering that, along with Sam, the number is out of service. It would be good if a friend could just die all at once, but with close friends, it takes a while. It will soon be a year since Sam died, and I'm only now beginning to believe it.

We were friends for 55 years—

since we were History majors at Millsaps College and took our oral comprehensive exams together. Sam said that they gave orals to pairs in case one student passed out from fright.

After graduation, Sam went to law school at Ole Miss and got married, and I became a Navy officer and didn't. Sam embarked on a distinguished legal career and I got under way with a resume that epitomized Attention

Deficit Disorder.

Time passed. I married. Sam and I decided to form a sports car racing team and call it Bolus & Snopes. We later both divorced and ultimately re-married.

Sam practiced law for more than a half-century. He was my attorney, my brother's attorney, and my late mother's attorney. He was the attorney for a number of my business undertakings and was the embodiment of intelligence and calm when I often wasn't.

After Hurricane Katrina, I moved to Jackson, Mississippi, where Sam was the in-house counsel for Southern Farm Bureau Insurance. In close proximity with each other for the first time since our racing days, we often lunched at Ruth's Chris' Steak House on Fridays.

Sam's drink was a vodka martini on the rocks, Grey Goose with three olives. Mine was Acrobat, a California sauvignon blanc. Shrimp etouffe was the favored entree. Our lunches were golden times, hours that allowed Sam to display his superb talents as a storyteller and his equally superlative skills as an observer and interpreter of human nature.

Sam grew up on a farm in what we Mississippians call the Delta. Cotton country. His dad was in the insurance business but also farmed. Outlanders would call him a planter. Sam liked nothing better than telling stories



Bolus & Snopes rogues' gallery [left to right]: William Jeanes, Bob Boileau, Sam Scott and driver Bob Mitchell. The car was a GT350 Hertz, 6S1828.





Scott provides a watchful eye on the B&S entry [above left] and congratulates driver Bob Mitchell after winning at Road Atlanta.

about the black farmhands he'd known and learned from. He lamented that these stories will soon be lost. Charlie Pride grew up on the Scott place.

Do not think, however, that Sam was one of those delusionists who prattle on about the "Old South" or who drive out to the airport hoping to see Robert E. Lee and Cap'n Rhett Butler get off the next plane. I'm proud to say he was not that kind of southerner.

Sam stopped short of being a populist, but not by much. For rewards far more psychic than monetary, he taught law at predominantly black Jackson State University. He did so comfortably, and his students learned comfortably. In the courtroom, he used the law to help the poor and the put-upon of all races.

Few of us have even one true friend – the man or woman you can call from Buenos Aires, say you need ten grand by noon next, and have the money show up. I was fortunate to have three; Sam was one of those. The last one.

The things I miss, all of which were on display at our lunches, are Sam's wise counsel, his stories, his grasp of humans and their history, and his peerless sense of humor. He was what we down here call "damn good company."

If I've gone on a bit about Sam, it's because, as he did, I respect the Bolus & Snopes official motto: "*Anything worth doing is worth doing to excess.*"

## Bolus & Snopes

Sports car racing is serious business today – with the exception of the quasi-demolition derby known as the 24 Hours of LeMons. But it wasn't always like that. SCCA's amateur racing often had drivers and teams that knew how to have fun when they weren't racing. One of the first to come to mind was the Bolus & Snopes team in the early 1970s. The team's beginning is said to have begun in Sam Scott's backyard in Jackson, Mississippi on a Sunday afternoon, after he and crony William Jeanes lost count of the number of martinis they had consumed and decided to form a race team and go racing.

But just not go racing. The two were also determined to demonstrate that their racing exploits could become the excuse for a season-long party which, like a semi-active volcano, would erupt each weekend in a shower of sparks, hot vapor, smoke and alcohol-fueled gaiety when they showed up at a race track. Scott was an aficionado of early Shelby GT350s, having owned a half-dozen of them over the years. At the time he owned a former GT350 Hertz rental car, 6S1828, and was somehow able to convince the alcohol-addled and disoriented Jeanes to purchase a half-interest.

That done, they set about assembling a team. A leader and figurehead was required and they chose Ovid Bolus, a famous Mississippi lawyer and confidence man who had operated in their area in the 1930s and 1940s. He was a grand villain in the Faulkner sense; a true rascal. To be taken seriously the team needed a second principal and they chose another slippery William Faulkner character from the area, Flem Snopes.

Jeanes was a contributor for *Car and Driver* and later became its editor. He wrote an piece for *C/D*'s September, 1974 issue, "Shelby GT350: Everyman's Real Racer." It was the first article in a major automotive magazine about the GT350 after all of the initial introductions, road tests and race reports about the cars when they were new had run their course. The car photographed in the article was 5S517 which was owned by Sam Scott, who contributed a side bar. But that's another story.

The fact that the team was racing a former Hertz car provided just the right amount of panache. By 1970, these cars had been passed along by Hertz, a mere three years earlier, to individual owners and they still wore the mantle of disdain and disrespect of being rental units.



Not satisfied with the normal accoutrements employed by major race teams, Jeanes and Scott had the team employing a blimp. It was named the “Graf Bolus” – harkening back to Germany’s pocket battleship, the “Admiral Graf Spee.” References were continually made to the blimp but it was never actually seen. In addition to the dirigible, the team was also said to have alternate transportation, the Robert E. Snopes, a steamboat moored on the Mississippi River in Hannibal, Missouri. It was laden with beer, car parts and a harpoon gun.

The team also had a newsletter, appropriately titled, “The Newsletter of Bolus & Snopes” and although published intermittently, it had a humble following. There was no cost to subscribe and this cleverly eliminated complaints about its seemingly random publication schedule. It became an insiders’ publication, with several recurring themes. One was the team’s mascot, Dick Johnson, a sorrel mule which either escaped captivity or was kidnapped. Johnson never was found although the blimp was pressed into service in the search. Numerous false sightings were subsequently reported. B&S created posters and handbills which were scattered around the tracks they raced at. There were continual references to “We lost our ass” and “A good ass is hard to find.”

As the newsletter’s subscription list grew, B&S’s mailbox filled in direct proportion. “We’ve had a great response from fans,” said Scott. “People write us all the time asking for decals and posters of Dick Johnson and of the Graf Bolus, and they always include a letter that tries to be funnier than we are, which isn’t all that difficult. I really think that racing should be fun. The best kind of a laugh is the laugh that comes at your own expense, provided that it’s tempered by a concern with quality and competitiveness. All we want around here is adequacy, a rare concept in America these days. Adequacy and a few laughs.”



Jeanes and Scott point to the impending landing of the Bolus & Snopes team blimp, the “Graf Bolus.” The airship was, in truth, never actually observed by anyone at the races but it’s landing was always described as “impending.”

One of the team’s high points was during the 1971 Sebring 12-Hour. The B&S GT350 was running in the 9th hour when things began coming apart, according to William Jeanes. Pit boss Scott held out a pitboard sign that said, “IN - WASH.” When the car pitted, the crew jumped over the wall with buckets of soapy water, sponges and towels and began washing the car.

The wash lasted until the race was almost over. The car, now sparklingly clean, was then sent out to complete the final lap, crossing the finish line and winning second place in its class. The pit wash job was included in an article in *Car and Driver* about Bolus & Snopes.

– Rick Kopec



One of the most sought after B&S collectibles is the 3-inch embroidered patch that was given away at the track to anyone who asked for one. Bumper stickers were also popular items and appeared everywhere around the tracks while the B&S car was raced.





*My Quest for a*

# FORD GT

– Rick Thompson

**A**s I've gotten older, I decided I did not want to manage five collector cars. I also think in the next ten years or so, demand for most of our treasured Shelby Mustangs will decline as the younger generation does not have the same passion for our cars. So why not consolidate a couple of cars into a 2005-06 Ford GT? It is a FORD manufactured supercar with a passionate following, without the maintenance of a 1960's high performance Shelby Mustang, and the engine is easily accessible – unlike a big-block Shelby!

So my quest for a Ford GT was on. First, I needed to sell a couple of cars to raise some funds and downsize. The decision to sell my 1968 427-powered GT500 was not an easy one. I'd owned it since 1984, put a lot of sweat and blood into making it the perfect car I always wanted, and it received attention in a number of magazines including the SAAC annual and on the front

cover of the 1968-1969-1970 SAAC Registry. I did not want to sell my 1965 GT 350, so the '68 had to go. This is the white car on the front cover of the SAAC registry. I listed it on the SAAC forum at \$125K and there was no interest. A couple of weeks later I listed it on eBay for the same price and sold it in one day at my \$125K asking price. I just had to deliver it from central Texas to Phoenix, which my dependable 7.3 Superduty diesel handled without a hitch. It is now a cornerstone car of a major car and motorcycle collection.

My specifications for a Ford GT were very specific. It had to be a white, four-option, red caliper car. Four options mean it has the optional forged wheels, LeMans stripes, a McIntosh stereo and painted brake calipers. Luckily, 4038 Ford GTs were made, and approximately 18% of production (728 cars) were white cars. Most cars (86% or 3492 cars) had stripes, 85%

(3413 cars) had the optional McIntosh stereo, and 53% (2121 cars) of production had red calipers. So there were many more cars with my specs to choose from than rear battery 1965 Shelybs. I didn't think it would be much of a search.

Prices on Ford GTs seem to be dictated primarily by four factors: mileage, options, color, and whether they have ever been damaged. Rarer colors demanded higher prices, and damaged cars seem to be a \$50K-\$100K discount. 2006 Heritage cars seem to be at least a \$50K premium to other colors.

The first thing I did was place a wanted ad on the Ford GT forum. I had three replies. The first reply came from a car located in Canada. It was in the hands of the original owner and it was a Canadian market built car. Did you know that they are different, and the market values them differently? The rear bumper has a spacer in it for







Canadian crash requirements, the nose is made of denser foam, and the optional Macintosh stereo is not available on Canadian cars. The price was \$287,500, which was about market price for a U.S. built car. But the market seems to value Canadian cars about 15% less than U.S. cars. Still, it was a 3000-mile car in perfect condition with all the documentation. It still had the window sticker and assembly line stickers on the car! So I thought I would move forward with the purchase. Then I found out that the air bag recall requires additional documentation from the manufacturer in order to be imported. That was more work than I wanted to do, so I decided to pass on this car and move on. After all, there were a lot of cars to choose from.

The next reply from the Ford GT forum was from a car with the same price as the Canadian car, also in the hands of the original owner, and lo-

cated on the east coast. It was a 2000-mile car with many of the modifications (shifter, pulley, tune, exhaust) that I intended to do to my GT. It also had the very cool bumper delete, and all of the take-off parts were included. However, it didn't have much documentation like the window sticker or owner's manual. And one key was missing. I wrote a purchase agreement that held back some funds until the owner obtained the missing items, which are readily available. Unfortunately, the owner did not agree to that stipulation, and after he drove it for the inspection and registration, he pulled it off the market. I received an email that he fell back in love with the car, which he rarely drove, and decided not to sell. On to the next one!

There are three high volume Ford GT dealers in the United States. I was in contact with all three with the specifications of the car I was searching for. I missed a 10,000-mile car at Elite

Auto in Arkansas for \$250K. That was a higher mileage car, but at least I wouldn't have to worry about putting miles on it. Before I realized the market was moving up, I missed another Elite Auto car with 900 miles at \$310K. American Supercars had a four-option white car arriving. However, it ended up being the same car on the east coast that the owner decided to keep. Automotive Consulting Company from Houston had a 400-mile, white, four-option, red caliper car. It was perfect, and the price reflected it at \$340K. Although they came down in price on the car, it was still more than I wanted to spend and it was a car that belonged in a collection and not driven on the street.

The third and last Ford GT forum reply was from a four-option white car with a \$295K price with relatively low miles. Speaking with the owner, I thought this could be the one so I got on a plane to take a look. The sale was dependent on a professional inspection by someone of my choosing, which was the GT Guy, Rich Brooks. Rich is the guru on Ford GTs. His shop outputs superb quality, and he communicates every step of the way, including pictures. I was confident that this car would pass inspection, so I shipped it to Rich in Detroit. Unfortunately, the car did not pass my very stringent inspection requirements. So the deal was undone and I moved on to the next one.

The other car I decided to liquidate from my collection was a black 2013 Boss 302 Laguna Seca. It was a 900-mile car that my son Kyle and I purchased new when he was eight years old. He went through the entire





negotiation and purchase process with me, which is a story in itself, and took a day off from school so we could travel to Dallas with a trailer to pick it up. I had the splitter, transmission cooler, and brake duct kit still in their original boxes. The picture shows Kyle with the salesperson the day we purchased the Boss. Boss 302s are awesome cars, and the purchase experience from Ford was second-to-none. From the unique owner's kit to the Boss 302 driving school at Miller Motorsports in Utah that original owners got to attend, it was a first-class Ford experience. I listed the car at \$45K on the Boss 302 Forum and on eBay. I received several low-\$40K offers, and sold it for my \$45K asking price from the eBay ad. It went to a couple in Riverside, California who are thrilled with the car and the incredible documentation I had on it and on the Boss 302 program.

I told Automotive Consulting that I was back in the market and they found another four-option, white car on the east coast in a small collection. The price was \$298K for this 1400-mile car that came from the Don Davis collection in Arlington, Texas. I received pictures and testimony from the owner that it was a perfect, never damaged car, with all original documentation, car cover and bag, air compressor, tow hook and battery charger.

At the same time, there was a small Ford GT rally in central Texas. A friend of mine took his black, no-stripe car to the rally, and told everyone that he had a friend who looking for one and, low-and-behold, someone said he knew of one that met my requirements. Although the location was not important as I planned to ship the car I purchased to the GT Guy again for inspection and modifications, this car was in my backyard at the Austin Ferrari dealership. Kyle and I went to look at it in the pouring rain. It was a very nice, low mileage car. Except it had gray calipers and a bad gauge (a well known issue with Ford GTs if you don't keep the battery charged). The dealership was working on that. It was the first white car that Kyle, who is now 11, had seen. He called it a spaceship.

#### FORD GT Production Numbers

2005 Model Year						
Units Built						
	US Market	1926				
	Export	101				
	Total	2027				
Option Rates:						
McIntosh Sound System	1865	Red Brake Calipers	1115	Forged Aluminum Wheels	1711	
Standard Radio	61	Grey Brake Calipers	472	Cast Aluminum Wheels	316	
Radio Delete	101	Black Brake Calipers	440			
Racing Stripes	1687	Side Stripe Delete	115			
Paint Colors:						
Red	766	Black	238	Note:		
White	503	Yellow	97	Two units built in 2005 with Special Paint		
Blue	266	Silver	156	1 Sonic Blue (Cancer Society benefit car)		
		Other	2	1 Gulf Blue (probably a Show Car)		

2006 Model Year						
Units Built						
	US Market	1734				
	Export	277				
	Total	2011				
Option Rates:						
McIntosh Sound System	1559	Red Brake Calipers	1005	Forged Aluminum Wheels	1862	
Standard Radio	452	Grey Brake Calipers	686	Cast Aluminum Wheels	149	
Radio Delete	0	Black Brake Calipers	320			
Racing Stripes	1802	Side Stripe Delete	100			
Paint Colors:						
Red	348	Black	292	Note:		
White	222	Yellow	75	Racing Stripes number INCLUDES Heritage		
Blue	190	Tungsten	541	Side Stripe Delete does NOT include Heritage		
		Gulf Blue	343			

*Ford GT facts and figures courtesy of Jeff Burgy.*

I decided to purchase the 1400-mile car on the east coast as Automotive Consulting would ship it directly to the GT Guy for me. Rich performed his magic on the car, and like always, he kept me informed along the way. The car was delivered a couple of weeks later.

A Ford GT is a lot different from a Shelby or a Mustang. It is low and it is so fast – and it draws so much attention. With 4038 made, you would think you would see more of them. I do miss my 427 GT500, but a Ford GT more than makes up for that hole in my garage!





# Greenwich Concours d'Elegance

## ON THE ROAD TO BECOMING THE PEBBLE BEACH OF THE NORTHEAST

– Rick Kopec

This was the twentieth anniversary of the Greenwich Concours, and it appears to be catching on. In a historic town like Greenwich, nothing happens overnight. Greenwich is located in that small handle in the southwestern part of Connecticut. The towns along the western portion of the Long Island Sound coast are often referred to as Connecticut's "Gold Coast."

The close proximity to New York City makes Greenwich a desirable place to live, and is reflected by both a high median family income (\$167,820) and equally high property values (in 2006 the median price for a single-family home was \$1.7M). Multi-million dollar estates are common. We include all this to make clear that Greenwich is not exactly a working-class factory town.

Where this level of wealth resides, collections of expensive vehicles are, like yacht ownership, not uncommon. If you look at the areas that surround the major concours events in the U.S. you will note they share a number of demographics, among them high income and enclaves of exclusive communities. After all, not many classic and exotic cars would be attracted to a concours d'elegance in Bison Breath, North Dakota. Top cars are transported to prestigious events like Amelia Island, Hershey, Meadowbrook or Pebble Beach, but a fair number of entries are, more or less, "local."

About 250 cars were invited to enter the Greenwich concours, which was located in a park overlooking scenic Greenwich Harbor. Like all major concours weekends, one (or more) major collector car auctions are included in the festivities. Greenwich



Dr. Bob Gingold brought his amazingly detailed 427 Cobra, CSX3133. Normally bashful about discussing his car, the TV reporter was able to coax a few tidbits of information from Dr. Bob about the history of the car that took him almost forty years to restore. The Cobra is a trophy magnet and collects awards like a homeless street person collects head lice. This show was no exception.



When we first saw the large magnetic sign on the door of Richard Klein's '66 GT350, 6S499, we thought he was supplementing his retirement income by picking up fares in the Shelby as a Uber driver. Stepping a little closer, we saw it was a sign noting that Klein is the original owner of this GT350 and is celebrating five decades of ownership.



was no exception: Bonham's Collector's Motor Cars Auction attracted 106 cars and motorcycles and according to an after-action report, 81 of them were sold; a 76% sale rate.

The car that caused the biggest buzz, at least in our circles, was a rusted-out 1966 GT350, 6S163. It wasn't really a "barn find" as much as it was a car that was put into "unsupervised" storage. As usual, '66 GT350 Registrar Howard Pardee knew a little more than anyone else blabbering on the Internet forums.

The car was attracting a lot of interest in advance of the sale, at least based on forum chatter. It was originally purchased by Fran Grayson of Hyannis, Massachusetts from Natick Ford in Natick, Massachusetts where it had been used as a demonstrator. He drove it until 1972, at which time he parked it. Grayson was originally an SOA member and joined SAAC as soon as it was started. While the car was parked without any kind of preparation or precautions, it was not "lost" or "forgotten." It remained in storage for essentially forty-four years and although Grayson claimed to have some hazy plans to restore it, nothing ever happened. The car had serious rust but Grayson had purchased NOS rear quarters and front fenders, and a pair of rust-free doors. The original steel wheels were replaced with Shelby/Cragars when the car was autocrossed. Grayson passed away and his estate wanted to sell it; thus the auction. It had just under 56K miles. All of the parts he had collected went with it, along with a four-inch thick binder containing all documentation from new, including every invoice and receipt and a ton of pictures.

6S163 was sold at \$159,500 (including buyer's fee) – a much higher price than it seemed to be worth, and this surprised almost everyone. If it was worth that much to someone due to its originality, a potential cost of at least \$100K to restore it (and likely more, commensurate with the level of workmanship and attention to detail if it was a concours restoration) would probably result in the new owner being upside down in this car before he could blink an eye.



Marcel and Renee Perlman, 9F02R480317



Dan Weltman, 6S1473



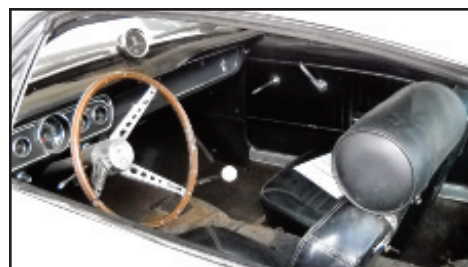
Francis J. Wihbey



Charles McArthur, 0F03R481669



Jim Glickenhause, J6





# JEFF BURGY

SAAC's Ford GT Registrar has been around forever, and we're all better off for it.

— Rick Kopec

**P**erspective is a wonderful thing. It can give you the opportunity to view things from 30,000 feet. Time provides perspective. Jeff Burgy's interest in Shelbys started when the cars were introduced, but not many high schoolers became Shelby owners. That would come later. At the beginning of the 1970s, Shelbys were used cars and were available at affordable prices. Typical of used cars, many needed work and that was reflected in their prices. If you were handy under the hood, a blown engine was, in effect, a discount that made a car which might have been unaffordable, suddenly within reach.

Burgy's father was a car guy and in 1965, when he bought a 1965 Mustang convertible, that pretty much sealed Jeff's fate. He knew the Cobra was the fastest Ford product on the road but it was priced way out of his league. Like most of us, he can remember when he saw his first one. It was at Bridenthal Ford in Greensburg, Ohio, just outside of Akron. The car was in the showroom, but it was after hours, so all he could do was stare at it through the window.

After high school, like most of the rest of his generation, Burgy spent evenings cruising the hamburger joints. In his hometown of Cuyhoga Falls, Ohio there were two main ones — Lujan's Big Boy and a place called the Hungry I, where all the hoodlum kids hung out. They were a couple blocks apart and everyone spent most of the time cruising back and forth between

the two. Burgy recalls one of the most memorable events was when a red 289 Cobra showed up at Lujan's one night. On another night a white and blue GT350 rolled through. He saw his first actual 427 Cobra in Kent, Ohio, a college town that had quite a few active bars which attracted fun-seekers of that certain age. Burgy remembers



being home from college one night when he saw a 427 Cobra parked on the street with the soft top up. It was snowing and the car didn't have any side windows. Hard to believe today but in the early 1970s it didn't get a second look.

After college Burgy went to work for Ford and remained with the company until he retired some thirty years later. He worked in many departments and was, among other things, an illustrator and an audio en-

gineer. He was one of the first enthusiasts to join the Shelby Owners Association and when SAAC was started he was one of the first ones to sign on. He remains one of only two individuals who has attended every SOA and SAAC national convention. He founded the SAAC Motor City Region and served on SAAC's Board of Directors. Today Burgy is the registrar for the 2005-2006 Ford GTs. After retiring from Ford he moved out of the snowbelt and down to central Florida.

**SAAC:** When did you get your first Shelby?

**BURGY:** I bought my first GT350 in 1971. I had to have one of those cars. It was a 1966, 6S1206. My dad ordered a new Boss 351 Mustang that same year and in 1972 I bought the Boss from him. In 1973 I bought another '66 GT350, 6S285, from a buddy of mine who had blown the engine. I also bought a '68 GT500 convertible from a guy who worked as a mechanic in the Ford World Headquarters garage. Somebody had put a 427 engine in it and it needed a muffler. He had a new muffler in the trunk. After I bought the car and put the new muffler on it I found out why he had not put the muffler on it. With the new muffler you could hear the 427 engine knocking. [Laughs.] I pulled the 427 out and sold it to a buddy who had a '65 Shelby and a hot rod he wanted to put the 427 in. I put the Boss 351 engine I had in my Shelby and that was the car I drove to





6S1206. In the early 1970s, “concours restoration” was not part of anyone’s vocabulary. Personalizing your Shelby was mostly about improving its performance and Burgy had no qualms about doing that. R-Model aprons were uncommon enough to rate a double-take back then. Note the 15-inch ten-spokes on the rear. The car eventually got them on all four corners – after a little massaging of the front fenders.

the third SOA convention in Wichita, Kansas.

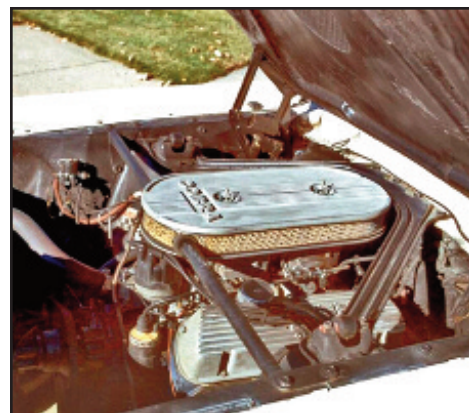
**SAAC:** In the early 1970s, when you were accumulating all these Shelbys, it was about at the low point as far as their values were concerned, wasn’t it?

**BURGY:** Yeah, they were really affordable. A friend named Roger Hodyka came down from Michigan to visit me when I was staying at my parents’ in Ohio and I took him for a ride in my Shelby. He said, “*I gotta have one of these.*” He immediately bought a black and gold Hertz car from Asa

Sharp. When I got my black and gold GT350 in 1981 (6S1380) I never really felt like it was mine because both of my other GT350s had been white. Roger had a black and gold car and to me, when I drove my Hertz car I kept thinking I was driving Roger’s car.

**SAAC:** You didn’t limit yourself to just Shelbys, did you?

**BURGY:** About that time I had a couple of Sunbeam Tigers. Then I saw an ad for a Mangusta and decided I wanted one of those. I called Robert Drobot, a name I had seen in SOA



The dual-quad intake required a little fabrication work to run the Monte Carlo bar through the filter element.

newsletters. He wrote about Cobras but I seem to recall that his car was an AC with a 289 engine in it. I had driven to Cincinnati to look at a Mangusta that had been wrecked and repaired and was sitting in a body shop. From the doors forward it was brand new and only had 5,000 miles on it. But it had no rear wings. The guy couldn’t find any rear wings [*the Mangusta had two separate sections that incorporated the rear window, and were hinged in the middle; you opened them to get at the engine.* -ed.] I called Drobot because he was the only one I knew with a DeTomaso car and I thought that maybe he would know where I could get the parts. I had stopped at a few places around town and nobody had any line on where to get them. When I explained to Drobot what I needed he said, “*Why don’t you buy my Pantera?*” I told him I wasn’t looking for a Pantera. I liked the looks of the Mangusta better and I really wanted one of those. He said, “*I’ll sell you my Pantera for \$7,250.*” I said, “*I’ll be down this weekend.*” So I drove to Cleveland and he wouldn’t let me drive it on the road. We went to a large parking lot where I drove it. It was fine; it had about 12,000 miles on it and the radio was missing. He said it had been stolen and recovered but I don’t know the details. It had already been repainted once and it looked good. I bought it and started working on it. At the SAAC convention in Hershey I sat at a table with a guy I didn’t know named Stu Galbraith. He taught welding in Schoolcraft College and



Sometimes you just can’t say “No” to a good deal. Left to right: Shelby-ized “beater” Mustang used for winter driving, 6S1206, 6S285.





also operated a small welding business at home out of his garage. Somebody said, “*Hey Burgy, you should meet Stu, here. He could do a cage for your Pantera.*” That sounded interesting, so I drew up the plans and he built a roll cage and welded it into the Pantera. I designed side impact bars that pivoted and swung out. They were held in place with Shelby hood pin latches. I didn’t want to climb over it and I knew my wife wouldn’t want to do that, either. I lowered the car and then did some artwork for an outfit in California named Mind Train. They were one of the big Pantera parts suppliers. I bought most of my parts from Gary Hall at Hall Pantera or Fred Matsumoto of Mind Train. I did artwork for Mind Train and got one of

their exhaust systems for about half-price. I also did some illustrations for Chris Hoverman at Mustangs Unlimited when he first started out. I bought a fiberglass hood from Gary Hall and rear window deck louvers, ten-inch Campagnolo wheels, new seats with velour inserts and all kinds of stuff. I polished the wheels. That was about the time I ran into Paul Rebmann. He had bought another ‘66 Shelby from a friend of mine and that guy told him to get a hold of me if he ever wanted to get any work done on his car. When I drove over there in a Pantera he said, “*Hey - that’s a cool car. I gotta have one of those.*” He sold the Shelby, 6S1253, to my brother Gregg in Ohio. Rebmann bought a Pantera that needed some work. It had been owned



Burgy was one of the most knowledge guys in the club’s early days when it came to ‘65-‘66 Shelys. He wrote a column in the club magazine about GT350 technical topics, so when he started showing up in his red Pantera, powered by a Weber-equipped 351 Cleveland, some wondered if he had gone over to the Dark Side but he tried to explain it away by referring to the car as his “Italian Mustang.”

by a guy who owned a car dealership – Pat Milliken Ford Mercury in Southfield, Michigan. He had torn it up pretty good, so I disassembled the whole car for Rebmann so he could get it painted. Rather than get paid for the work, I took it out in machine work. Rebmann had a machine shop with a lathe, presses and dies and all kinds of tools. That’s where I polished my Campy wheels on his lathe during the night shift. He built parts and machined things for me. If I needed something, I would make a drawing of it and he would have his guys make it up for me, no charge.

**SAAC:** When did you sell the Pantera?

**BURGY:** In 1986 I was starting to have trouble driving the Pantera so I decided to let it go. I sold the car to a guy in Michigan and he called me a few months later and said he was going to have Jack Roush rebuild the engine. I told him it wasn’t the original engine and probably had 100,000 miles on it. With the Webers on it I thought I had washed the rings. He was going to have it completely rebuilt, so I said, “*Why don’t you go with some other engine block and let me buy that one back, because it came out of my dad’s Boss 351 Mustang. It has some sentimental value to me.*” So we made a deal and I got the engine back and just put it in the corner. I knew that someday I was going to build a Cobra kit car.





**SAAC:** So, the kit Cobra was your next project?

**BURGY:** I kept talking to ERA about building a 289 FIA car but they weren't doing one. Nobody was except Pacific Coast Cobra. I remember trying to call them but they never answered their phone. Finally, one day I called and somebody did answer it. I said, "I'm interested in your 289 Cobra kit car I've seen in Kit Car magazine." The guy said, "I'm from the sheriff's office and we're cleaning this place out right now. If you want anything you better get out here quick." A guy in Illinois ended up getting their molds – I think his name was Randy Berry. He was doing Marauder cars and a couple of other replicas, but I could never get him to start making FIA bodies. I went to Carlisle's kit car meet several times and Run 'N Gun several times and I ended up ordering a 427 car from ERA with the idea of having my body guy chop it all up and put a 289 grille in it and modify the flares. At that time, the wait time was about a year. Six months later Peter Portante called me and said, "We cancelled your order." "You what?" He said, "Fran Kress wants us to do an FIA car and you want us to do one and there are enough guys who want them now that we're going to do the FIA car. I figured you'd be pretty pissed if you bought the 427 car and we came out with an FIA car six months later." So I got the very first ERA FIA. It was actually a prototype car. I went to ERA in Con-

necticut three times to take a look at it. One time was when Howard was retiring from the Coast Guard and there was a big party for him. It was good that I went to ERA to check it out because I was going to put that 351 Cleveland in it, which they had never done before, so we had to do some frame modifications. I got that car together and started taking it to conventions and having some fun with it. I had planned to open track it and autocross it because I used to autocross my first GT350, at Nelson Ledges and a bunch of parking lot autocrosses. But by the time I got the car done my leg was so bad that I could drive the car, but that was about it. [Note: as a child, Burgy suffered from polio, an infectious disease caused by a virus which resulted in muscle weakness, most often in the legs. Decades after recovery, between 25% and 50% of individuals who have recovered from childhood polio can develop post-polio syndrome, which is a slow development of muscle weakness similar to the initial infection and fatigue. Burgy is now suffering from muscle weakness in his right leg.] At SAAC-29 at MIS in 2004, on the open track, I passed everything in front of me and then spun it. I blamed it on the fresh tires I had on the car [laughs]. Luckily, the guy behind me was paying attention and didn't run into to me. I got the car back on the track and then decided that was about enough of open track events for me. Earlier in the day I had

taken my wife, Claudia, out with me and we sat in the staging area for what seemed like forever, waiting and waiting, and wondering what the hold-up was. When we made our first lap we discovered what the waiting was for. That's when we saw Barry Smith's aluminum Cobra replica was in the wall. It was about half the size it used to be. When Claudia saw that, she said, "Take me in. TAKE ME IN! I've had enough." The combination of that and my spin the next time I went out was enough to convince me to hang it up.

**SAAC:** You've had a lot of experience with owning cars early-on. You've certainly owned more cars and had more experiences with them than today's average member.

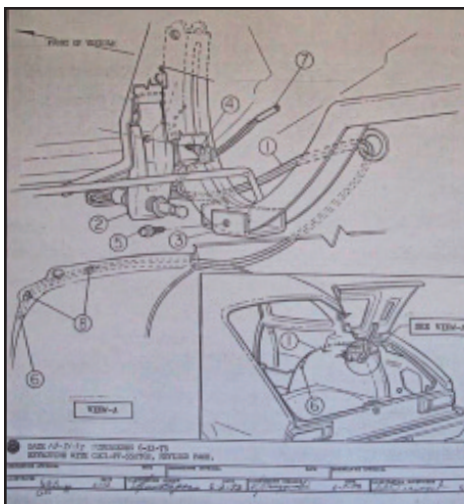
**BURGY:** I've had a couple of dozen Mustangs, a lot of them Hi-Po Mustangs. Three GT350s and a GT500 and two Tigers. I've never built an engine by myself but I've taken a lot of cars apart and pulled the engines out. I used to do the bodywork on my daily-driver cars but I wouldn't do anything that I was showing. I liked customizing my cars. In my ERA I put the 351 Cleveland in it and 427-style side pipes and a different roll bar. The same guy who did the roll cage in my Pantera did the rollbar for the ERA. Actually, he was retired and came back to the business he had sold and did the roll bar work to my drawings. I made drawings and bought convoluted plastic tubing that I could shape to show him how I wanted the side braces to drop from the rear hinge pillar down the side so I could climb in and out of the car. It worked out pretty well. I had another guy polish the wheels for me. The aluminum wheels on the Cobra were much tougher to polish than the magnesium Campagnolo wheels on the Pantera. I did the magnesium wheels myself but I tried the aluminum wheels but just couldn't get them to shine. I finally ran into someone who had the right equipment to polish the aluminum wheels and they came out nice.

**SAAC:** When you were working at Ford you were probably able to meet a lot of other car guys. We're guessing

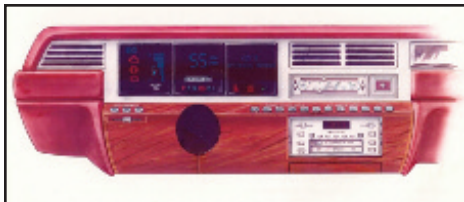
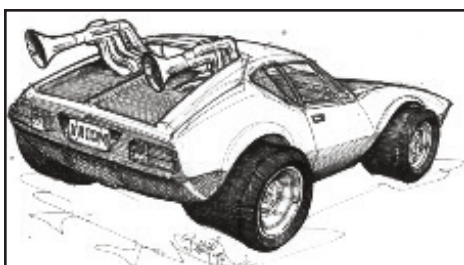


A 289 Hi-Po Comet Caliente occupied a spot in Burgy's driveway for a time. Like the rest of his cars, it didn't stay stock for long, acquiring a very rare (for 1965) twin-scoop fiberglass Cyclone hood and then grew Guardsman Blue LeMans stripes. Wheels were 14-inch Shelby ten spokes.





If Burgy's technical drawings like this one [above] look familiar to you then you've been reading Ford shop manuals! But he didn't limit his artwork to bland parts illustrations.



When Burgy moved to the audio systems department he created color illustrations of how the dash controls would look.

the place was loaded with them.

**BURGY:** Working at Ford was one of the biggest helps as far as keeping me interested as an enthusiast. I started there in 1970 as a technical illustrator in the Body Engineering Department, making drawings for shop manuals. I was later promoted to a position as a Technical Writer in the Service Engineering Department, writing the text for Shop Manuals and Owner Guides in Service Engineering. I had access to all the shop manuals, a micro-fiche machine and all the obsolete parts books. I teamed up with Mike Remien-schneider and a couple of guys like that who really knew their stuff. And

Roger Hodyka, of course. I just had a penchant to be able to remember and quote part numbers. I could remember part numbers better than I could people's names. I could remember someone's VIN better than I could remember their name.

**SAAC:** Were there a bunch of people within Ford who got together to play with cars when they weren't working?

**BURGY:** There were employee car clubs within the company and the one I was most active with was called the Ford Motorsports Club. They were a group of guys who were focused on autocrossing. They competed in parking lot autocrosses at Ford World Headquarters. That's where I met Bruce Cambern. He would run his 427 Cobra in the parking lot. It was overkill. I ran the GT350. I never ran the Pantera in an autocross. I did take the Pantera out to Michigan International Speedway when I put on a regional SAAC meet there.

**SAAC:** How did you get interested in Shelby serial numbers?

**BURGY:** I just started collecting serial numbers. Back then *Autoweek* and *Competition Press* used to typically publish ads with serial numbers in them. I would go look at any Shelybs in the area and take pictures of them

with my Kodak Instamatic or Polaroid. I owned 6S1206 and found 6S1207 about twenty miles away from me, and I went out to see the owner. It was a guy names Joe Wasche, and I saw him at Lime Rock at SAAC-25, without his car. I went to Oscoda, Michigan to visit some friends and he showed up there with the car at a local car show. It was a white and gold car. At the time I bought 1206 I didn't know it was originally white and gold. It was white and blue when I got it. I was just out of this world when I bought that car. I got a Shelby! And I was sitting behind the wheel and looking out over that hood scoop, and thinking, "Wow! *I am King of the Hill now.*" When I got home and flipped the back seat down and I almost stepped through the floor because the floor pan was so rusty. One day at a 25¢ car-wash I was getting up real close to the door and the paint started blowing off. I was driving back and forth from Ohio to Michigan almost every weekend, and my cousin had his '67 Mustang painted by a guy down there, and he did a pretty nice job. So, I took my Shelby there to have him paint it. I used to go down there to check on it once in a while, and he didn't seem to be making a lot of progress. I was leav-



When Shelby brought his 427 S/C completion Cobra to SAAC-17 in Portland, Burgy won a ride with the Old Man. And it wasn't a mild, Sunday afternoon spin. Shelby wasn't afraid to lean on the throttle – and none of his passengers complained.





Being called into Edsel Ford's office didn't mean that Burgy was having his head handed to him. In this photo, Mr. Ford was thanking Burgy for displaying two of his cars, a '57 T-Bird and a '65 Mustang Hi-Po convertible, at a Juvenile Diabetes benefit show at Ford WHQ. Edsel's son, HF III, grew up with diabetes, leading Edsel to become an active supporter of the Juvenile Diabetes Research Foundation.

ing new parts there for him. One guy said, *"That Shelby of yours is pretty fast. Ken was out there other day and blew off a Corvette..."* *"What do you mean he was out there with my car?"* Then, one day my cousin called and said, *"You probably better get back down here. I've heard rumors that this guy is going to go bankrupt and the sheriff is probably going to lock the place up."* I went down there that weekend with my cousin, who was a cop. We went over to the guy's place and broke in and backed my car out and took my boxes of parts and closed his door and drove it back home. The guy called up a little later and said, *"Hey, do you have your car?"* I said, *"Yeah."* And he said, *"Well, I want to finish it."* I said, *"I'm not bringing it back to you. I'm going to find some place else. I don't have much faith that you're going to get it done."* I eventually had someone else finish the car for me. Ken Young and I were a couple of guys – and there weren't too many guys in 1972 – who had already restored their cars. A lot of Shelbys you saw back then were ragged-looking. We'd already redone our cars; R-Model aprons, a roll bar, dropped upper control arms, larger tires, side exhaust and all that.

**SAAC:** When you started collecting serial numbers in the early 1970s, did you limit yourself to just '65 and '66 Shelbys?

**BURGY:** I also collected 289 and 427 Cobra numbers from ads.

**SAAC:** At that time, did you know that anyone else was collecting numbers?

**BURGY:** No. Not when I started. One time Howard Pardee came to Ohio to visit me. I had gotten laid-off by Ford and I had moved in with my girlfriend, Diane, in Stow, Ohio. He was driving 5S357. We talked for awhile, and I had a small, two-drawer file – about 6-inches high and 22-inches deep – filled with 3x5 index cards. I had the VINs of the cars and owners' name and address on individual cards, and on the back I used double-sided tape to stick a picture of the car or clipped out the ad from *Autoweek* or wherever it came from. I agreed to let Howard borrow



them and cull the information from them. Roger Hodyka was also collecting information but he never told me he was doing serial number stuff. I don't remember loaning him my cards, but he put together some kind of a registry. It was about fifteen mimeographed pages with single-spaced serial numbers of the cars and owners he discovered.

**SAAC:** At that time, nobody knew all the serial numbers, or even how many cars had been produced.

**BURGY:** Hodyka had found a stash of unstamped serial number tags somewhere at Ford, and when he went through those he had more made. He was selling them but was very careful. He made you send him your old tag before he would send you a new one.

**SAAC:** That was smart, at the time.

**BURGY:** Well, there has always been

a debate about what you do with the tag when you get the car restored. I've heard too many horror stories about guys who lost their tag. When I had 1206 done I drilled the tag out and kept it at home, and put it back on when the car was finished. I did the same thing with 285. With 285 I got Roger to make me a new tag because the old one was kind of messed up. I put the new tag on the car and kept the old one in a box of goodies. At one of the conventions in Michigan when we went out to Domino's Farms, I was approached by a guy who said, *"Hey, I've got your old car, 6S285. It looks like it has a new, reproduction tag on it. Do you know what happened to the old one?"* I said, *"I've got it. If you can prove to me that you own the car – a copy of your title or registration and a pencil tracing of the Ford VIN, I'll just give it to you."* After the convention he sent that stuff to me with the fake tag and I sent him the real one to put back on the car.

**SAAC:** When did you get involved in collecting Ford GT serial numbers?

**BURGY:** I think it was in 2003, after Ford announced they would be building the cars, SAAC contacted me and asked if I wanted to become the Ford GT Registrar and keep track of them.

**SAAC:** When word spread that Ford would be building a run of new GTs, we thought that there should be a place for them in SAAC. At that time nobody knew how many would eventually be made, but they seemed to be a perfect fit for SAAC. We thought we would have no trouble getting serial numbers and production details directly from Ford. Boy, were we ever wrong.

**BURGY:** Yes, Ford was not helpful. Jason Demchek and all the guys working at SVT didn't do a thing for me. I talked to a Ford PR guy named Alan Hall at the SEMA show and I asked him to get me the serial number of the GTX-1 (a roadster conversion of the Ford GT that Mark Gerish had on display there). I never heard from him. It turned out there was a guy in Chicago who gave me a copy of the database of GT VIN numbers and build information which had all of the serial numbers, build dates, colors and options





Over the years, Burgy carried on a one-man crusade to discover what became of the two Cobra concept cars created by Ford Styling, the Cougar II and the Bordinat Cobra (named after Ford styling head Gene Bordinat). The cars were thought to have been scrapped long ago, as is common with concept cars. Not even the serial numbers were known. But Burgy examined every scrap of evidence and followed up every rumor until he finally tracked the cars down, to the Detroit Historical Society. They had been donated to the museum by Ford and put in storage in a damp warehouse, where they were essentially forgotten. They were still in original condition. Ford's order had been to disassemble them, but that was later changed to "decommission" them and donate them to the Historical Society. Over the almost forty years they were there, some small parts had been pilfered as souvenirs. Burgy was able to determine their serial numbers: CSX2008 for the Candy Apple Red Cougar II and CSX3001 for the silver Bordinat Cobra. All of this took place prior to SAAC-29 and Burgy was able to find replacement parts and clean the cars up and convince the Detroit Historical Society to put the cars on display at the club's national convention. They were exhibited in a foyer of the Ypsilanti Marriott Hotel for the entire convention.

and that's what I used to construct my database.

**SAAC:** Every time a project like this came along we were looking at it as a way to expand the club, and it never really seemed to work out. Ford, for some reason, was extremely reluctant to share any of that information with us, but they weren't doing anything with it on their own. They just didn't want anyone else to have it. Maybe buying one would have been a foot in the door, but even at the initial price back then, it wasn't anything you took very lightly.

**BURGY:** Ford had a Build Book that went with each car that had pages in it – all the alignment specs, the torque spec for every nut and bolt in the car and the workers on the line would sign

off and initial it and make notes. It was a one-inch thick three-ring binder with a white cover with the VIN of the car on the outside and all this information inside. There were, maybe, a dozen guys who got those books once the Ford GT Forum went active. A couple of guys got theirs by accident and a few guys got in pretty good with Saleen after production ended and before Ford confiscated all of that stuff. The word was that it all went to Wixom and was stockpiled out there somewhere in a locked room. Of course, everybody who has a Ford GT would like to have the build book that went with their car, but Ford wouldn't release them or sell them. Now that the cars are ten years old they have probably been destroyed.

**SAAC:** You were fortunate to get that database containing all of the Ford GT VINs. It was an excellent starting point and coming from the factory was accurate.

**BURGY:** Of all those VIN numbers I got, there were about 80 numbers that were assigned to cars that were never built. This would be information that would be dangerous for someone who was dishonest to get a hold of. They could get one of those bodies from Scott Minch and a wrecked transaxle from X2 Builders in Barrettsville, Illinois who parts out GTs and put a VIN tag on it. In fact, there is a guy from SVT who has a car I am very suspicious of. He had a silver GT at one of the car shows at Ford World Headquarters that I was checking out. His transaxle didn't have a number on it, so it was a replacement transaxle. And he had a baseball cap sitting over the top of his VIN number. I introduced myself and talked to him, and asked him if he would move the cap so I could write down the VIN for my database. He said no, he wouldn't do it. So I don't know if the car is stolen or if he is overly cautious or what. The second Ford GT Rally [*similar to a SAAC convention - ed.*] they had in California, they had a big Ford GT contingent at the Cars & Coffee at the Ford Premium Automotive Group (PAG) in Irvine, California, and there was a guy there who put blue painter's tape over the top of his VIN, but I had taken enough pictures of his car at other venues that weekend and I had one with his rear license plate so I figured out which car it was.

**SAAC:** Having a VIN on a tag that you could read through the windshield is certainly a big help for a registrar. It's too bad we didn't have that on the early Sheldys.

**BURGY:** Yes, that's true. That reminds me of a story... I had to replace the headers on my '66 Shelby. I did it in my garage at home, and the new exhaust system wouldn't match up to the new headers. I put the exhaust system in the trunk and at six o'clock in the morning I figured I'd putt-putt out of the neighborhood and five miles down the road to the gas station. Of



course I passed a cop going the other way. He heard the open headers and turned around, and pulled me over. He was looking at the edge of the windshield for a VIN tag, so I said, *"It's over here,"* and opened the hood and showed him the fender tag. He said, *"So, you've gone through this a lot, huh?"* I said, *"No! It was just obvious to me that you didn't know where the VIN number was."* He gave me a fix-it ticket. I went to the gas station and got the pipes welded up, and then went to the State Patrol that afternoon and got the ticket tossed out.

**SAAC:** Does it seem like new 2017 Ford GTs will have the same level of activity surrounding them as the '05 and '06 models had? Could that lack of excitement be because a new generation has already been done once?

**BURGY:** It's been done once, and Shelby had a hand in it the last time, which added some cachet to it – even though most people know he didn't really do a whole lot with the program but they took it to him and had him sign off on it, and all that crap. They gave him a prototype. With the new cars, there will be so few of them – 500 a year for three years – there just won't be as many owners. And at that price (\$400,000) a lot of them will be put away to sit there and appreciate. There are a lot of guys who are still not happy with that V6 engine. There's no question it's a real exotic car. It's pretty zoomy-looking.

**SAAC:** Why do you think Ford went back and put so much time and effort to a third generation GT? Image and prestige?

**BURGY:** Yeah, that's what I think it is. I don't know why they didn't support Robertson Racing and Matech who were trying to race those cars back in 2007, 2008, 2009 and 2010. Ford just didn't do anything with them, really. Then all of a sudden, they decided to go for it, and do a new car to celebrate the 50-year celebration of the 1-2-3 LeMans win in 1966.

**SAAC:** The timing was definitely right; an opportunity like that only comes along once.

**BURGY:** It's a great opportunity for Ford, especially coming after a victory

at LeMans this year.

**SAAC:** Nobody has a crystal ball that allows them to see into the future, but as someone who has been deeply involved with Shelbys, Cobras and enthusiasm for these cars, where do you think the Shelby hobby and the club are headed?

**BURGY:** From what I'm seeing, I envision that the hobby and the club are going to continue to shrink, because the people who were really gung-ho about these cars are dying off, getting old and selling their cars. They're getting too old to work on them, too old to race them and the newer generation kids don't seem to be that interested in antique cars. The car clubs I belong to, the Thunderbird club and my local Shelby club, have a lot of gray-haired people in those groups and not many young kids. There are some young kids involved with the new Shelby Mustangs but you have to have a lot of money to be into those cars. They're not cars that you tinker around with yourself. Some guys do, but you have to be pretty sophisticated. A lot of engineers can work on those cars but if you're not an engineer you're not going to be able to do very much to them on your own. I'm afraid the original Shelbys will languish, eventually. The Cobras will still be worth big money because they were so unique and there were so few of them.

**SAAC:** A lot of people have been surprised that the original Cobras haven't really been affected by the large number of replicas. With the number expanding every year, it's surprising that they have not had a negative effect, most obviously driving the prices of real Cobras down. Only 998 original Cobras were made but there are probably more than 10,000 replicas out there. With more joining them all the time.

**BURGY:** I don't think replicas have really affected the real Cobras. In fact, in some ways they have augmented them because there are some guys making some pretty nice replicas out of aluminum, with correct windshields and correct wheels. They are producing parts that can be used to repair original cars. I don't believe that repli-

cas have damaged the reputation or values of the originals at all.

**SAAC:** The downside seems to be that the more replicas you see, the fewer originals are brought to shows and events.

**BURGY:** There are so many guys who own original Cobras who are having Dave Wagner or the Kirkhams build them a copy of their car that they can take out and enjoy. You can drive around a hundred-thousand or two-hundred thousand dollar duplicate and not worry about it but driving your million dollar original will make you a little nervous. At SAAC-41 I was standing there talking with three other guys who owned original Cobras, but didn't bring them. And they were complaining that there were only a few real Cobras at the convention. They had brought Kirkham duplicates and were bitching about the lack of genuine Cobras at the convention.

**SAAC:** Do you think there will come a day when the same thing happens to original GT350s? People will have duplicates of their cars built from Mustangs or Revology cars based on Dynacorn unibodies to drive while they keep their originals safe at home?

**BURGY:** That could happen but Shelbys would have to get a lot more valuable.

**SAAC:** Do you envision getting any help from Ford to continue your registry and expand it for the 2017-2018-2019 GTs?

**BURGY:** No, Ford is pretty protective about production details and owner information. They won't let anything like that get out to a private individual. So, I think my involvement will end with the 2005-2006 GTs. Besides, with 4,038 of those built, I already have more cars to keep track of than any of the other SAAC Registrars.



When SAAC's Motor City Region needed a logo, Burgy pressed his illustrator's talents into service to create one.



# THE FLYING DENTIST

– Rick Kopec



Dr. Dick Thompson was a Washington D.C. dentist whose hobby, in the 1950s, was racing sports cars. Actually, it was more than a hobby – it was closer to a fixation. Back then, sports car racing was an amateur sport. Thompson bought fast cars and was willing to travel to places like Sebring and Daytona and other tracks along the east coast to race them. And he was good. He was called “The Flying Dentist” and his talent and experience got him factory Corvette rides, a spot on Brigg Cunningham’s team and he went to Le Mans with Ford’s 1966 GT40 team and drove for Shelby American’s 1967 Trans-Am team. After Dr. Thompson retired, he moved to Florida and passed away two years ago at 94. A life well lived.

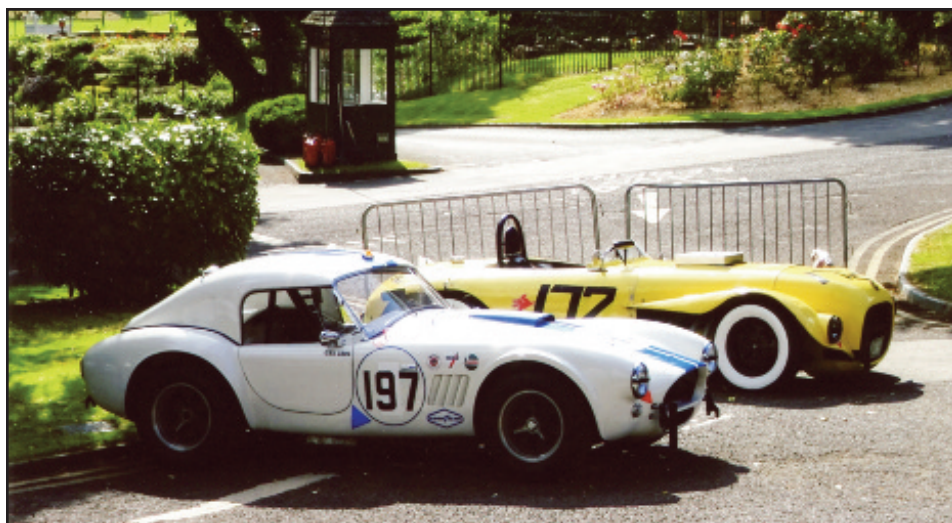
With the name available, we can think of no one better to wear it than SAAC member Dr. Ernie Nagamatsu of Los Angeles. He purchased his Cobra, CSX2203 in 1978. Its first



owner was friends with legendary racer and movie stunt driver Max Balchowsky, famous for his one-off modified sports car “Old Yeller” which was the terror of Southern California in

the late 1950s and early 1960s. He had Balchowsky modify the car and add some competition features.

After Nagamatsu purchased the car in 1978 he took it to noted Cobra expert Dave Dralle to prepare it for vintage racing. An aluminum hardtop was added (it came from CSX2138, a factory team car). He started competing in vintage races in 1984 at tracks like Riverside, Willow Springs and Monterey and found that he enjoyed it. As he gained experience, he began to travel to events farther and farther away. His racing resume expanded to Coronado, Sears Point, Road America, and eventually to England where he drove in the Goodwood Revival Meeting Tourist Trophy, co-driving with Lyn St. James and Scooter Patrick. He has also taken the car to Australia and New Zealand where he and his wife







Elaine were treated like celebrities, and no wonder: he has been racing the car for 34 straight years. Along the way Nagamatsu also purchased Balchowsky's original 1959 "Old Yeller II" racer, powered by a Buick nailhead V8. He added it to his racing team and brought both cars with him on his travels. Since it raced in a separate class, Nagamatsu was able to get a two-fer at the races he drove in.

The latest race was an invitation-only event at the prestigious Chateau Impney Hill Climb. Nagamatsu also ran Old Yeller at the event. The car had previously been driven by Carroll Shelby, Dan Gurney, Bob Bondurant, Billy Krause and, of course, Max Balchowsky.

A British television media company was interested in getting live, in-

car race footage, shown in real-time on a giant screen. Nagamatsu and his



cars were very popular and he was asked to do nine separate interviews, including three live "on the air" spots with BBC stations

The Cobra was promoted by the Chateau Impney Media Company on radio and TV spots as "Hollywood Stars Coming to Chateau Impney." The film company pros installed the necessary hardware in the car and it was remotely activated. Footage was subsequently aired on a BBC program called, "Hollywood Stars." When word got out that the Cobra had appeared in the Elvis Presley movie, "Spin Out" and Disney's "The Love Bug" and Old Yeller was featured in "Viva Las Vegas" the cars were treated like the Hollywood stars that they were.





# Keeping The Hobby Alive

– Bill Devlin

This isn't really a Shelby article. It's more about one family doing their very small part to help keep our hobby alive.

Look at any automotive magazine or forum and it's probable that you'll see comments about the demise of the automobile hobby, and I suspect there's some truth to this. When spark plugs last a 100,000 miles, suspension characteristics are changed in a few seconds from the driver's seat, and a squirt of software will completely alter an engine's performance, there isn't much reason to lift a hood. Unless a younger person is really inquisitive or grabbed by things mechanical, there's a good chance the casual car owner will know little about what he or she drives. Still, many guys and gals are making mods to their newer generation cars just as we did years ago. The difference is that us gray-hairs simply grew up in a different era.

When I was growing up, my father did his own additions to the house. He also maintained the cars, lawn mowers, bicycles and anything else that broke. He was drag racing his '54 Ford when the starter was a flagman. For



my brother Tom and me, learning how to rebuild an engine was simply part of our normal life at home. And it didn't stop there; our sister Judy drove a Mach 1 and Kate had the '67 Mustang being passed along in the family.

My wife, the former Patti Anne Callahan, grew up in a similar environment. She didn't learn how to rebuild engines but the setting was similar. Her father and uncles helped each other build their homes. Her father owned an auto repair shop and he built race cars for the dirt tracks. Pat had five siblings and most of them had a car connection.



When Pat and I were dating, and well into the first years of our marriage, it was normal for the Callahans, Devlins, and our friends to be working on cars together and racing on weekends. In the staging lanes at Maple Grove Dragway, Pat and I would sometimes hand our toddler, Shelby, back and forth depending on who was advancing to the starting line. I was racing our '67 GT500 (67400F4A03179) and Pat would race the tow car – her '69 Cougar XR-7 428 Cobra Jet. One side note: Shelby's name isn't connected to the car or Carroll Shelby. Pat just liked the name.



At some point along the way family life took over. Between relocations, work schedules and raising our daughters, Pat and I drifted away from the cars. The Cougar was replaced with something more practical. Our second daughter, Nicole, was born and before long it was school projects, homework and more traditional daughter things. We kept the Shelby and I still worked on the cars, but that was to keep them running. It wasn't a hobby. In hindsight, I could have done more to keep the girls engaged when I was doing routine auto or house maintenance but I was almost always on a tight schedule. Plus, they had their own activities and friends. To be fair, they did help with some things, and we even painted our two story house ourselves. Still, many opportunities were missed.

The turnaround began when the girls were grown and out of the house. The Shelby sat for years and Pat and I finally decided it was time to have it restored. The girls weren't sand blasting parts but they had a genuine interest, and over the several years the car was with Danny Walker and Mid-Cities Mustang, in Euless, Texas, they helped with chasing parts, taking pictures and occasionally just stopping in to check on progress and chat with Mr. Walker. That interest stuck and now they're an essential part of the Devlin crew for the annual Yellow Rose Classic Car show, an indoor, all-Ford car show hosted by the North Texas Mustang Club. Actually, they've taken over some aspects of the car show. Danny Walker will not finalize our spot in his designated area until I check with the girls.

Backing up, we missed a great opportunity many years ago when Nicole was a freshman in high school. She de-





Nicole [near] and Shelby [far] at the 2014 Yellow Rose car show.

cided she wanted a Volkswagen Beetle. We have no idea where that idea came from since she was surrounded by Fords her entire life. Still, the Beetle idea was okay with me and we started talking about the cars and looking at options. And then soccer, and other high school and family events came along forcing the Beetle plan to slide down the priority list. It slid so far down that over the years I forgot about it.

Apparently Nicole never forgot about it. Not too long after she was married she found the perfect Beetle for the perfect price. Unfortunately, Carl, her new husband, didn't have that same appreciation and the purchase of a lifetime didn't happen. Then, just a few years later as Nicole was completing her doctoral studies in education leadership, Carl was seeing life much more clearly and found the second best purchase of a life time – a 1972 Volkswagen convertible. That ran.

It has a few aches and pains but for a '72 VW it's a decent car and now our Shelby has an adopted sister to share the garage with on occasion. Hmm, it's not a Shelby. But it is a convertible. And Mama likes it so I guess it's okay.



The old car lessons began right away. One of the first, and on the first day even, was that the battery is under the rear passenger seat. And if that battery isn't covered (as was not done by the previous owner) the seat springs will contact the battery posts with the slightest weight on the back seat cushion. Their daughter, AnniePearl, is definitely heavy enough to depress the springs. I'm told the resulting fire was impressive, with real flames! Fortunately, they were able to pull the seat out and no one was hurt. Nor was any real damage done. Once everyone's nerves settled, Carl installed a battery box with a cover.

Less exciting, but still an attention-getter for the younger generation, is driving without power steering or power brakes. Trying to slow down and downshift, while muscling the steering wheel though a corner and holding a Starbucks is very likely going to result in a stomach knotting moment as the car refuses to respond immediately to the driver's intent. I'm not admitting to anything, but some older drivers might want to relearn that.

And maintenance. Yes, Nicole has already seen that a vehicle that's older than she is will require unending attention. However, there is a social up side. It appears the Volkswagen people, particularly the air-cooled folks, wave to each other on the road. In Volkswagen speak, "air-cooled" refers to the early generations of vehicles that didn't rely on fluid, other than oil, to cool the engine. Unfortunately, in her earliest days of air-cooled ownership, Nicole wasn't getting too many waves from other drivers. The car wouldn't restart when it was hot and she was hesitant to take it out. The clincher came the day she was barely out of the garage and it just died. Things were not going well for our newest, old-car hobbyist. A few days later the Volkswagen showed up in front of my house on a trailer.

It took a few days to figure things out but we got it running. Now it just sits there and purrs like a high mileage 1972 Volkswagen should. But the best part was that when we



cleaned and rebuilt the carburetor, Nicole did most of the work. She even asked if we would "*need to prime it or something*" when she was putting it back on. That was a nice afternoon and definitely a high-five moment after the test run.

The youngest of the Texas Devlins is AnniePearl. Technically a Stroud, AnniePearl turned nine a few months ago and like many children, she has a number of interests. They range from arts and crafts and riding her bicycle, to helping her father field dress game, and helping me with the cars. Two or three years ago she started helping her mom and Auntie Shelby with the GT500's tires at the Yellow Rose car show. She has always asked what I'm doing if I'm working on the Shelby, and if she can help. As she's getting older it's rewarding to see how she learns and connects the dots with the mechanical aspects of the cars.

The Volkswagen is an opportunity for both AnniePearl and me to learn. Even simple things like the heater controls needed to be figured out. But we did work things out and it was a joy to see AnniePearl get her mother down on the floor with a flashlight, to watch as she operated the heater controls and explained what was happening with the ducts and doors. Can she check the oil? Absolutely – and just about every time we go near the car. A test light? Yes, that and a jumper wire is really fun.

It's probably safe to say that even AnniePearl is able to balance her automotive priorities. One day when we were working on the Volkswagen she said she was going to play with her Super Snake. I said okay and didn't think anything of it. A few minutes





later I walked around the cars to get a tool and found her with her Super Snake up on jack stands. Can you not love that?

So down the road, what's going to happen with the girls and cars? Shelby enjoys sporty cars and driving fast but she also enjoys extreme comfort. It's hard to imagine what her current practical ride will eventually be replaced with. Will Nicole's first old car be the spark that pulls her into the hobby to stay? Or, might it scare her off? And AnniePearl – she's still seven years away from driving legally. Yet she has a real interest in the cars and a thirst for knowledge about how they work and how they need to be maintained.

Interests change and circumstances don't always allow for a hobby. For many years that was my situation – a hobby couldn't be a priority. But now circumstances are such that I'm able to once again work on the cars for fun and pull others into the mix. What I'm experiencing is that taking the



time to expose young people to our hobby, and actually working with them, isn't good for just the hobby. It's enjoyable and rewarding for me and it provides them with knowledge not easily found anymore.

It doesn't always stick and I've had a couple failed attempts at cultivating an interest. The teenage boy living next door was always polite but baseball, basketball and probably girls had far more sway over him than an old car without air conditioning. His younger brother went so far as to actually sit in the car and go for a short ride. What he really wanted, though,

was someone to toss a football with. So we would toss a football. The current young neighbor needs to age some. He just turned two.

To be honest, the folks working on the newer generation cars are just as knowledgeable and passionate as any generation, and what they do can be quite impressive, so there's really no limit on who can do this. As it is, I have access to old cars and I know there will be more opportunities for me to help others understand the older cars. So I'll keep trying. But for the moment it's just me, my brother when he's in town and the girls.





# The Incredible Story of the LONG LOST TRANSMISSION

— Dave Redman

Back when I was a struggling college student (around 1982), I had an opportunity to buy a 1966 Shelby GT350 (SFM6S1342) that had been drag-raced by a guy named Frank Likert. He worked with my uncle in Norfolk, Virginia at the Naval Air Rework Facility. It was actually a three-way deal where I got the Shelby, Frank got my uncle's recently built (and raced very little) 1974 Camaro limited sportsman stock car, and my uncle got my money.

The Shelby was a tired, but decent car. It had actually been featured in *The Shelby American*, Vol 5, #5, "Turn Left at Langley." Before I got it, Frank had reinstalled the original 289 Hi-Po motor, with the same close ratio top-loader 4-speed he had used when he drag raced, and later autocrossed, the car.

When I got 6S1342, it also came with nearly all of the original parts that had been taken off while it was being raced, including all five 10-spoke wheels (including one with the original spare tire), the Cobra tach, the 715 cfm Holley carb, the radiator and shroud, among other things. However, one thing that was not included was the original aluminum T-10 4-speed transmission, and I eventually asked Frank about that.

He told me that when he started drag racing the car seriously, around 1971 or so, he used to flat-tow it on a tow bar (remnants of the tow tabs are on the front frame rails to this day) with an old Buick that was his daily transportation. One Saturday afternoon, he was driving out to Suffolk Raceway with the GT350 in tow, for

**DATELINE: Langley Speedway,  
Hampton, Virginia**

Who but the Southeastern Virginia Region would create a new dimension in racing Shelybs? From this region came Cobras III road racing, six top autocross drivers and a drag racing 350 running in the 11's. Now comes the country's first stock car racing Shelby.

Jerked off the drag strip and converted to autocross two short years ago, we proudly present Frank Likert. You may remember him at the Road Atlanta Show and Go last fall: bib overalls and ran third in stock with his ex-drag '66 Shelby. Now he is the terror of Langley Speedway in that same, stock 350. Quoted recently, he stated: "It's only sheetmetal and Carroll Shelby said run 'em. . ."

Seems like Frank was in the stands at Langley, a banked 4/10-mile paved oval, when they announced one-on-one spectator racing. It went like this: two cars at a time, standing start, one lap—for street cars only. The very next Saturday night saw Frank in his overalls in pit lane with one very stock autocross '66 Shelby, duly shod with the required 78 series tires. Frank has always been short on cash but long in inventiveness; so the wheels and tires were donated by a certain unmentioned sponsor company that owns a Granada.

The first match for the little white Shelby was a 72 Trans Am. The owner had not heard of the 78 series tire rule and duly warmed his big weenies with several burnouts. The smoke had not even cleared when the Shelby was into the first turn and home first. The local Chevy fans chalked it up to luck.

The second match was a '70 Firebird with a 427 Chevy, nitrous oxide injection and heavy local support from the ever present, loyal GM contingent. The little snake patiently waited on the line while the local baddie heated his tires with crowd-pleasing clouds of tire smoke. Red, yellow, green and the bird leaped to the inside, Frank on the outside through one and two. On the backstretch the bird pulled way out, the crowd was on their feet, Frank late-braked going into three, took the inside, forcing the bird high and wide. Into four, the bird hung the rear end out; Frank stayed low. Onto the front straight, both cars side by side, the bird sideways in the marbles. Frank low. First across the line was the bad bird; the crowd roared. Into the infield and up onto the guardrail for terminal frame damage. Frank won.

The final elimination, only two cars remained. A '71 Firebird 400, winner of his two heats, was going to put that little Ford in its place. Fords don't win races in Virginia, and no upstart white one was going to take the cookies from GM this night. The announcer finally got the message that this

## TURN LEFT AT LANGLEY

**LEE MATHIAS**

was a real Shelby Mustang GT350 and commented that only a crazy man would race one. We prefer to think of Frank as an enthusiast. With Frank on the inside, the light went green. By turn one, the Firebird was way out front. Frank picked up on the inside in two, pulled alongside in three and then it happened . . . sheetmetal contact in four. Fishtailing, both cars flashed across the line, the Firebird by a fender. Seems like Frank had forgotten which slot was first gear on the start. No matter, it was two out of three for the money. The second run was reverse direction, the same two cars. Frank found first on the line and the Firebird knew it was over by turn one. The officials ruled that the Firebird had jumped the start on the first run and awarded the win to our little white Shelby.

The GM-lovers cried, "Foul!" "Cheat!" "Inspect the Ford!" "Throw the bum out!" A whole generation of stock car fans had seen the sacred altar of GM performance torn down by a 14-year-old Ford. Frank was ecstatic. He won \$40 (that's \$10 a lap), and the dent was small. When I asked what he planned next, the Shelby driver in bib overalls looked at his feet and mentioned defending his title next week.

"What else can we do with a Shelby?" I asked. "Off-road racing," came the reply. "But that needs a full frame."

"Or a rollcage," I replied.

### Langley Speedway Update

April 26-Rained out.

May 3-First place.

May 10-First again. . .

Lee Mathias  
2750 Canal Rd., Virginia Beach, VA 23451



Yes, this could definitely develop into a trend. . . The checkered flag and victory lap are like an aphrodisiac. Once received, they're hard to refuse. Here, Old Frank scores again. What a man!

THE SHELBY AMERICAN

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the evening drags, when he noticed the Buick was starting to labor and began moving around. He looked in the rear view mirror and saw the Shelby bouncing all over the place. He got it stopped and when he went to investigate, found that the rear wheels on the Shelby were locked up. Figuring that there might be a problem with the transmission, out came the driveshaft, and he turned around and went back home. It turned out that the transmission had seized up. Manual transmissions don't like being flat-towed with the driveshaft installed because the mainshaft is being turned while the input shaft is not. As a result the oil is not being circulated properly.

For some reason, Borg Warner T-10s seem even more prone to this problem. Anyhow, he ended up building a close-ratio top-loader for it, and he took all of what was left that was any good from the T-10 (mainly the case and extension housing) and sold them at a Shelby meet somewhere "up north," as he put it (I assumed SAAC-4 at Downingtown, Pennsylvania in

1979, since I know he took 6S1342 to that convention), and he had no recall of who bought it. With no serial number on transmission cases (at least on aluminum T-10s in Shelbys), no name or no location, I figured finding the remains was a lost cause.

Over the years (and the first few of those with limited funds), I beat the bushes locally for a transmission. I missed two locally while I was still in school (and I didn't have two nickels to rub together, anyway). Once I finished school and had a job, the right transmission still seemed elusive. Locally, I missed the one from 5S225 in 1989 (\$900). I saw a damaged bare main case at several swap meets around 1998-2000 (same guy had it and was asking around \$800) and a couple of all aluminum GT350 units in the \$1500-2000 range in 2000 at both Ford Carlisle and SAAC-25.

In 2001 Paul Zimmons was getting ready to sell off his extensive 1965-1966 Shelby parts stash and he asked me to look at his list to help him arrive at a fair selling price. He wanted to

sell everything in a single lot and wasn't particularly interested in selling anything piecemeal. I looked at the list, and what was on it but an aluminum T-10 for a GT350. I gave him my opinion on what his parts inventory was worth, and I also mentioned that if he would consider selling the aluminum transmission separately, I would give him a fair price for it, based on the current market value.

He thought about it and told me that my offer was too high and he sold it to me for a bit less than I had offered. I was tickled to death that I finally had a nice aluminum transmission for my car which was the only major piece it was missing. It wasn't the original one that had been in my car but what the heck – the original one was long gone. Or so I thought.

Fast forward to 2012. A lot more had been learned in that time about what kind of T-10s came in what Shelbys (and 6S1342 should have had an aluminum main case with a cast iron extension housing). No worries, as I had a barn full of T-10 transmissions and parts, including iron Mustang extension housings. One day I saw a post on the SAAC Forum asking about an aluminum T-10 for a GT350 with no casting date. The general consensus on the forum was that it was for a really early '65 GT350. One of those who responded was one of my semi-local Shelby buddies, long time GT350 owner and enthusiast, Rob Beck. I then went to check my inbox, and, coincidentally, there was an email from Rob. He said that for a number of years he had been meaning to ask me something; he had an aluminum main case from a '66 GT350 T-10, and didn't I sell it to him back in the '70s at a







Capitol Region Shelby Club meet? And didn't I hurt the transmission drag racing or towing the car or something like that?

BINGO! I immediately replied that it wasn't me, but it had to be the previous owner of my Shelby, as I had been told the same story thirty years earlier. Secondly, would he sell that main case back to me? I called him and we talked a bit and arrived at an

extremely fair price for it. He delivered it to me at Ford Carlisle a few weeks later. As it turned out, the case was undamaged inside (although at some point an ear had been welded back on, but it was a nice job).

Brant Halterman confirmed that the casting and assembly dates were consistent with when my car was built. I was floored that the transmission case had turned up after all these

years – and that it was in the hands of someone I knew. I was really grateful to Rob for selling it back to me (and at a fair price). The odds of finding it would have been about zero if the circumstances had been any different. I probably should have gone out that night and bought some Powerball tickets, but at that point, I felt like I had already won the lottery.





# NEWS FROM OZ



## What's Happening Down Under, Mate

– Nez Demaj

The Australian Shelby Registry was invited to organise a Shelby display at the Motor Ex Indoor Car Show in Melbourne, Australia this past June. There were seven Shelbys, an Eleanor and a Roush Mustang on display. This event is one of the two biggest indoor car shows in Australia. The Shelby club won the 'Best Car Club Display' which was a well deserved team effort. Everyone pitched in. This major car show is organised in Sydney and Melbourne every other year and an average of 30,000 patrons attend. The Shelby movement in Australia is growing every day due to the hard work by the Australian Shelby Reps who organise and promote Shelby enthusiasm through the display of their cars. Their enthusiasm is contagious.









# The Last Trip to The Graybeard Chronicles CHARLOTTE

I twas our fourth convention in North Carolina. I twas terrific but, Been There/ Done That.

— Rick Kopec

Other than a name change, from “Charlotte Motor Speedway” to “Lowes Motor Speedway” in 1991, the track, itself, had not changed much since the first time SAAC visited it in 1987. [Note: Charlotte was the first race track in the country to effect a name change for a corporate sponsor. Lowes chose not to renew it’s sponsorship in 2009 and the name reverted back to Charlotte Motor Speedway.] There were new garages, more asphalt in the infield and in 1992, the installation of permanent lights around the track developed by Musco Lighting to enable night NASCAR racing.

However, the city surrounding the track was a whole ‘nother thing. There were new hotels in almost every direction. We chose the Hilton which had

## Genuflecting in the Cathedral of Speed

In the world of racing, Charlotte is hallowed ground. Standing inside Lowe’s Motor Speedway, even someone ignorant of motorsports would sense that they have ventured into a revered place. Although no Shelby American history was ever made there (with the exception of three previous SAAC conventions - SAAC-12 in 1987, SAAC-16 in 1991 and SAAC-23 in 1996) we look upon Lowe’s as one of the most exciting tracks we could pitch our convention tent at. The echoes of the Coca-Cola 600 can still be heard a month after the checkered flag fell. At six o’clock in the morning, a hushed silence blankets the track as it waits to play its part in yet another day of speed and horsepower.

We arrived at the Charlotte Hilton, our convention headquarters hotel, on Wednesday and were not surprised to find its sizeable parking lot already dotted with Sheldies and Mustangs, the occasional Cobra, and a bunch of enclosed trailers. The Hilton recently underwent an expansion which included additional guest rooms and a greatly enlarged ballroom with dining capability for 1000, which made it perfect as the convention HQ. Previously the only nearby place able to accommodate our group for dinner and the evening program was the Shriners Lodge, but its shortcomings (primarily a lack of adequate parking) made it a less than ideal location.

Thursday morning began a lot earlier than we might have wished. After 4:30 am wake-up calls, Eber and Kopec dragged themselves down to the Hilton’s lobby still half asleep, where they met SAAC members Doug Cresanta and Paul Andrews. The previous evening Cresanta had been offered “a once in a lifetime chance to get your ‘66 GT350 on television” by the fast-talking Kopec. Thoughts of imminent fame and fortune swirled in his head and obscured the Zero-Dark-30 starting time (which Kopec had skillfully down-played) as well as the fact that it was the local, Charlotte station’s morning wake-up program — not *Good Morning America* or some other national show. Andrews was there because he was keyed up to such a high level of pre-convention excitement

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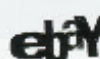
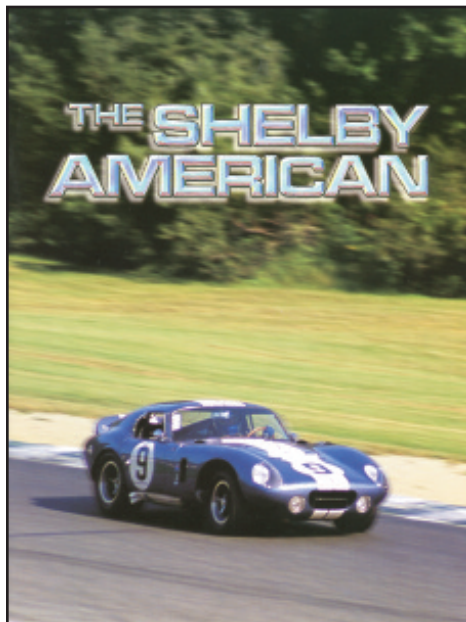
Thus, the puffy-eyed foursome arrived in the very center of downtown Charlotte before the sun was even thinking about peeking over the horizon. Cresanta drove his white and blue-striped GT350 up on a cobblestone square and soon the station’s camera crew were moving around silently, setting up their equipment.

Out of nowhere the producer appeared, then the morning anchor (forgive us for forgetting his name but it was early...!) and by 7 am their remote was rolling.

The segment opened with an explanation (which would have never occurred to us) that the Shelby club’s convention at Lowe’s Motor Speedway that weekend was not being hosted by a car club from local Shelby, NC but a national club dedicated to the cars Carroll Shelby built. A good point to make if the purpose was to get a little

pre-event publicity. That’s why those television guys make the big bucks. After his on-camera interrogation, Kopec was quickly shooed off with the rest of his team. A number of convention-goers back at the hotel, just waking up and looking for local weather on television, were surprised to see a GT350 on their screen. One said, “My first instinct was to tell Kopec about it... but then I saw his ugly pass on the screen and realized what a wasted effort that would have been.” So much for that fifteen minutes of fame Andy Worhol was so fond of toting.

Out at the speedway Fast-Track’s NASCAR driving school was getting under way. The track’s gates opened at noon for everyone else, and early birds were lined up to get their worms — swap meet vendors seeking the “best” spots, and open track and vintage race participants getting the pick of paddock spaces. That familiar “first day excitement” crackled through the air as parking areas (and there were acres and acres of them) began filling up. Each “new” car to arrive was a surprise as it was rolled out of its trailer. Watching the inside of the track “grow” with each additional vehicle is





recently been expanded and refurbished and now had a ballroom that could seat 1,000 for dinner. It was also less than ten minutes from the track's entrance.

The hotel's public relations department put us in contact with a local television station so we could get a little pre-event publicity. If we could attract some spectators who might not otherwise have known that the convention was in town, so much the better. They wanted us to meet them downtown, outside of their studio, with a Shelby so they could interview someone and include some footage of the car. Like us, they knew the cars were very photogenic.

When we arrived on Wednesday, one of the first people we saw in the hotel's parking lot was Doug Cresanta of Haskell, New Jersey. He was knocking the road dust off of 6S188. We



The number on the doors of this '86 GT350 vintage racer refers to owner Al Cole's "other" ride - a Boeing 747. 681774 was first purchased as a SCCA racer in 1981 and then began vintage racing from '82-'92. Cole bought it in race lot at SAAC 26; it was fresh out of the shop following a cosmetic redo and not ready for the track.



The owner of this brand new Built Mustang (who shall remain nameless) was so excited at his first convention that he went out and bought a helmet and signed up for the spec track. After coming in from his first session, he was bubbling with excitement. The car had less than 2000 miles on it when he began "breaking it in."



one way to experience the beginning of a convention. Another is to drive through the tunnel in the late afternoon and see everything already in place, spread out before you like a pop-up amusement park.

One notable difference from past conventions was a large portion of the asphalt parking area roped off to form a corral so Shelys, Cobes, Mustangs and other assorted "show cars" could be safely parked during the day without their owners' worrying about door dings, assorted scratches or little kids with sticky lollipop exiting station wagons parked uncomfortably close. Those with cars to sell found high visibility spots along one side where almost everyone had to pass in order to get near the car show action or into the main paddock.

On Friday morning at 6 a.m. the track's gates to the large tunnel

swung open and the event officially began. The first area into the infield were greeted by the sight of overturned tents and torn canopies, the result of a small tornado which had sliced through the track's interior the previous evening. Some cars received minor paint scratches but the only thing that could be considered major damage was a large, 50' x 100' tent that had been rented by Tony Brands. The wind dragged it about 25 feet, overturned it and wrapped it around John Barnes' enclosed trailer, scattering his merchandise all over. Virtually all of it was recovered and as he had everything in sealed plastic bags, very little was lost. [Barnes' insurance company; please take note...]

Anyone who has attended SAAC conventions between 1976 and 1996 can recall that the swap meets were much bigger. Several factors are

responsible for the dwindling number of vendors and the diminishing selection of wares. Time has taken its toll on members' attics, basements and garages. After 25-plus years, it seems that very few people have any spares or no-longer-needed items laying around and this should hardly come as a surprise. Also, as prices rise over the years for exotic stuff that nobody uses anyway, curiosities like Autolite In-Line carbs and intakes, Cobra accelerometers and original magnesium wheels, fewer people are willing to shell out big bucks for these door stops, paper weights and conversation starters.

On-line auction websites like eBay eliminate the need to pack everything up, trundle it to the convention, spread it on the ground and then stand in the hot sun for three days hoping buyers will take it off your

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asked, innocently, if he would be interested on having his car featured on local television. We glossed over some of the details – like having to bring the car to the studio downtown at 5 a.m. The thought of having his car on television put stars in his eyes. Cresanta lunged at the opportunity like a hungry largemouth bass goes after a shiny lure. Once he was hooked, we played him like a pro on a cable TV fishing show.

A 4:30 a.m. wake-up call has a sobering effect on even the most star-struck car owner. Good to his word, Cresanta met us at the hotel's entrance and we took off for downtown Charlotte. Traffic was nonexistent at that hour. The TV crew was already set up on the sidewalk when we arrived. The producer quickly introduced himself and provided an outline of what would happen. The news co-anchor would open the segment, using the car as a prop, and give a who-what-where-when introduction. He explained that the event at the track was the annual convention of the national



The Series 1 proved to be a very able track car and if anyone was asking the question, "Forty years later can Shelby build something that out-performs the original Cobra?" the answer was "Yes." But everyone's next question was, "Will it appreciate like the original Cobra?" In the absence of a reliable crystal ball, we'll just have to wait ten to twenty years. SAAC conventions also attract a number of Tigers as well as Boss Mustangs. And club members finding themselves lacking the financial wherewithal to capture an original Cobra now have a choice of Shelby's 1000 series or a good replica. While not the original thing, they are close.



The GT350 vintage race was again a big draw, attracting cars that might not otherwise show up at a convention. Scott Harkinson (above, left) drives an ex-Hertz car, 681871. Thus the gold stripes. Scott Turner (above, right) was crawling his red car, 68906, which was raced in SHCA events on the west coast from 1967-1975. Fastest qualifier Chuck Bentley (below, left) would have started 68871 from the pole had the GT350 race not been rained out. No one was more disappointed by the GT350 race's cancellation due to rain than SAAC Board of Director Bob Aliberto. He has so much experience driving 68227 in the wet that three are rumors his feet are webbed.



More vintage races GT350s: (left to right) Peter Royal (685333), Doug Richmond (681133) and Mike Caputo (682049).

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Shelby club and should not be confused with a small, local car club from Shelby, North Carolina. That distinction had never occurred to us.

I was pushed forward into the picture and the news anchor asked me a quick series of questions about the history of the cars in general, the club and the event schedule. Then they asked Cresanta to start up his Shelby, which possessed a throaty exhaust that reverberated nicely off the tall buildings in the early morning, for some final footage. Before I knew it, the crew was rolling up the cables and folding up the camera's tripod. And the anchor was thanking me and telling me that a segment would play on the morning news and would be rerun all weekend. We had no way of knowing if it was responsible for additional attendance.

Thursday's schedule offered up some NASCAR action. We contracted with the Fast-Track NASCAR Driving School to put on a modified driver's school for club members. This proved to be a very popular activity at past conventions and this one was no different. It was divided into several sessions which included chalk talks and on-track sessions. There were no NASCAR team spotters in the bleachers looking to sign up new talent.

At noon the gates opened up to conventioners looking to get a jump on the weekend by finding their garages, prime swap meet real estate or to plant their flag on a piece of asphalt and unload their cars.



SAAC-28 was definitely Andy Killian's convention. First of all, he lives in Hickory, NC — only about an hour from Charlotte. So he was able to bring five cars: a '65 Shelby vintage racer, a '68 Mustang Trans-Am car and a restored Winston Cup car (all three were entered in the vintage race); a '67 Cobra (which was a trophy in the Concours Survivor Class) and a '97 GT350 (also a Survivor Class winner).

hands. And finally, there are just a lot more large swap meets now than there were even ten years ago. Cartiele, for example, has several events throughout the year. Their annual Ford meet, a few weeks before our convention, attracts tens of thousands of enthusiasts.

As has become SAAC's trademark, the driver's meeting began at 8 am on the dot. It lasted about forty minutes and was followed by a brief "First-Timer's Class," the purpose of which was to give novices a little extra confidence and review some of the on-track procedures. All the advice in the world can fly out the window when you're straight-legging it through the track's

high banks at 120+ MPH. Especially if you've never done it before. Our instructions and advice, based on about 20 years of open tracks, must have been on target because there were no incidents the entire weekend. And we like that.

The open track schedule we settled on was very similar to previous conventions, except that all day Friday and Saturday, as well as Sunday morning, the "A" group was filled with vintage race cars (with passing only on the back straight). The "B" group was made up of the fastest non-race cars; "C" and "D" were intermediate groups and "E" was filled with novices. All run groups were full on Friday and

we were forced to turn away some who got the fever at the last minute and wanted to join in on the fun.

Saturday afternoon was scheduled to be taken up with vintage race practice sessions and one open track group. Sunday afternoon's schedule called for a warm-up for all groups combined, three open track groups and the vintage races. This was to change, however, due to two situations over which we had no control.

Friday's open track went off perfectly. The weather cooperated and while it wasn't exactly balmy, neither was it stiflingly hot and humid as it had been at previous Charlotte conventions. It was, in a word, comfortable.



Bryson Appleby couldn't resist the lure of a race so he brought CSX405 (above, left). Jim Harrell lapped in one of his CSX7000 Cobras FIA roadsters to mix it up (above, right). Mike Shanley had the other Winston Cup racer, a T-Bird (below, left).



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There was nothing planned for Thursday night, but between the hotel restaurants and bars, the parking lot outside and local eating places where was plenty of socializing going on. Which is what conventions are all about. Six a.m. came all too soon on Friday morning as the track's gates swung open and allowed the hordes to move inside. The sight they saw was a surprise to everyone. A minor tornado had visited the track overnight, twisting some pop-up tents and canopies into unidentifiable rubble. It appeared that no cars left at the track overnight were damaged, aside from a few minor paint scratches.

Things kicked off with the drivers meeting which established the ground rules of how the open track would be run, as well as a safety briefing intended to keep drivers grounded and within their comfort zone. The open track is intended to allow drivers to exercise their cars at a level that will not put anything (or anyone) at risk. It's not an opportunity to set any lap records or demonstrate the kind of skill that will get a driver invited to join a top team.



You can never tell what will turn up at a convention. Among the more interesting and unique cars that were on hand were (above left) this 1926 Ford Model T Phaeton. Parked in one of the garages, it hovered over the Shelby and Cobras. When you think of a GT350 race car you usually don't think of a '61 model. But this road racer (above, right) caused a lot of eyebrows to rise. As did a '71 Mustang Mach 1 road racer. Brian Clark is a serious vintage racer and his "ate model" Mustang seemed right at home at Charlotte. And for as many surprises as there were, there were also things that would have been surprising if they hadn't been there. Holman Moody is based in Charlotte. Heck, it's been there forever. Today it is where Lee Holman is recreating the Ford GT MK II (below, right).



Friday evening's program at the Charlotte Hilton was the always popular combination of the Shelby Art & Literature Show and Tech Tables. About 20 tables were manned by some of the club's better known experts on various technical subjects. Some real surprises awaited SAAC members who sought information. Peter Brock assisted at the Cobra table and those with questions about 1965-1966-1967 Shelys got answers from Chuck Cantwell. R Model questions were fielded by two of the guys who actually built the cars — Bernie Kretschmar and Mike Sangster. And Bob "Twisty" Aldredge turned out to be a special treat for anyone who happened to engage him in conversation. Not only was he one of Shelby American's most talented fabricators and race mechanics but when it comes to the southern California racing scene, he has been everywhere and done everything. Twisty was a non stop treasure trove of entertaining stories.

Saturday morning was a repeat of Friday morning's schedule: driver's

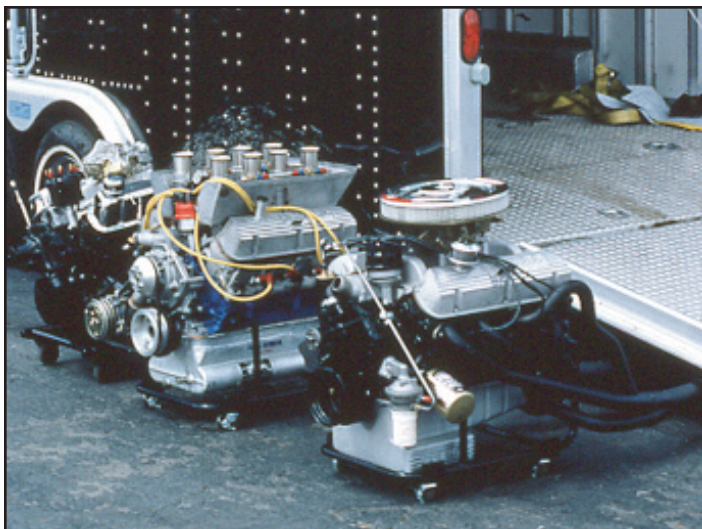
meeting, first-timer class, and then the track went hot promptly at 9 am. We utilized the track's safety crew as corner workers for the morning open track sessions but for the afternoon we had contracted with the local SCCA region to provide experienced corner workers because the vintage race groups would be passing on the entire track.

Originally we planned to add a NASCAR class to the vintage race program because SAAC-26's site was deep in the heart of stock car country. However, a NASCAR race at Watkins Glen was scheduled for the same weekend and they invited vintage Grand National and Winston Cup racers to compete in a special vintage race group. The result was that virtually every restored stock car east of the Mississippi went up to the Glen. So much for our special race group. When we discovered what was going on we decided to fold any NASCAR racers into the Trans-Am race group. By the time the convention rolled around three Trans-Am cars and two

restored NASCAR racers made the grid.

We were optimistic that the Cobra race group would be packed, owing to the CSX4000 Shelby Cobra Challenge Series which, after a slow start, sounded like it was coming to life. There was even talk about the cars being driven by some of the famous drivers the series was said to have attracted: names like Mario Andretti, Parnelli Jones, Paul Newman, George Kollmar, John Morton, Bob Bondurant and Emerson Fittipaldi were being tossed around. The CSX7000 series racers, small block FIA roadsters, were built in Jim Harrell's Rock Hill, SC shop — a stone's throw (so to speak) from Charlotte — so we expected to see a bunch of them, too.

As it turned out, only a handful of either models were brought to SAAC-26 and none were planned to be raced. But when only three Cobras made the grid — stalwarts Robert Anderson (in CSX3176), Bryan Appleby and Jerry Strickert (both in CSX4000s), Shelby dealer Jim Harrell and Shelby Ameri-





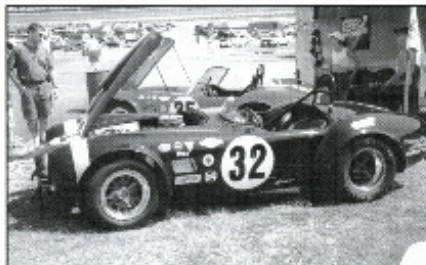
We got the feeling that the open track was better attended at SAAC-26 than at some previous conventions. Why was that? There are a lot of possible reasons. One is that with more open track opportunities taking place in various regions, more members were showing up with single-purpose cars. Driving a car to the convention (especially from long distances) makes you think twice about running it hard on the track because there's always that small voice in the back of your head telling you to take it easy, because it has to get you back home. If you have a track car or a vintage racer, having a trailer/tow vehicle is just about a necessity.

To increase the amount of track time everyone would have, instead of giving the vintage race cars their own session they were sent out with the cars in "A" group in the morning. Passing was only allowed on the straight. There were separate practice sessions in the afternoon for vintage racers because they needed the ability to pass all around the track.

The schedule called for everyone to be on their own for dinner on Friday night. The evening program was held at the Hilton, where artists and literature collectors/vendors were invited to present their wares. Everyone appreciated the opportunity of examining this stuff indoors where it was air conditioned instead of out at the track under the blazing sun with noise and dust swirling around. As one participant put it, "*much more civilized.*"



The track's "no-racing-on-Sunday-morning" rule helped to fill up the car show field. Most of the vintage race cars were on display, and that's not usually the case. When the track is open these cars are raced but not shown.



Shelby American's big rig carried a variety of new rolling stock. Almost everyone wandered by at least once during the three convention days. They could get an up close look at the Series 1, the CSX4000 GT 800, CSX400 Shelby Cobras Challenge Series coupes and a handful of CSX7000 small block PIA roadsters.



can's public relations director Gary Patterson commandeered one each CSX4000 and CSX7000 Cobra racers and joined the action. The GT350 race was the equivalent of red meat thrown into a cage of fasting tigers. Seventeen cars made the grid and promised an exciting race on Sunday.

By 12:30 pm on Saturday, when the afternoon sessions were due to begin, our SCCA corner workers were nowhere to be seen. Their senior man was there and he could not under-

stand why everyone else was a no-show, but he promised they would be there on Sunday. We utilized the track's people, who had plenty of experience, and the wheel-to-wheel practice sessions were without incident.

Carroll Shelby and his lovely wife Cleo showed up at the track, cruising around in a new, silver R-150 Lightning pick-up. Plenty of people had been asking about autographs and Shel was only too happy to comply. He sat in the track's media center for

two sessions on Saturday and one on Sunday, and as usual, he thoroughly enjoyed himself.

The Concours car show took place on Saturday morning, for two reasons. One was that it allowed the judges to get their work out of the way early in the convention so they could relax and enjoy the rest of the event. It also allowed the concours entrants to enjoy at least one full day of the event without having the Sword of Damocles hanging over their heads.

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As has come to be expected, there were tables set up for SAAC's registrars who were happy to collect information they might not have or answer questions from owners. Imagine the surprise of those visiting the Cobra table at finding Peter Brock patiently answering questions. Or Chuck Cantwell, fielding questions about 1965-1966-1967 Shelys. Talk about going right to the source. And if that wasn't enough, sitting at the R-Model table were Bernie Kretschmar and Mike Sangster, two of the four fabricators who turned Mustang fastbacks into R-Models. If anyone still had any questions, Bob "Tweety" Aldridge was there. He was one of Shelby American's fabricators who handled fiberglass and paint work. Tweety was a veritable encyclopedia of hot rodding's early days where it seemed he was everywhere and involved with everyone. Talking with him was certainly a trip down memory lane. Tweety was one of the first ones to use pearlescent.

On Saturday there was more open track and more vintage race practice. Three separate races were planned: one for Cobras, one for Shelys and one for Trans-Am and NASCAR stockers. The Concours car show was scheduled for all day Saturday in order to give judges and concours staff a full day to enjoy the convention. Entrants were also happy to put the judging behind them because as the level of quality of concours cars has increased each year, so has the pressure on both owners and judges.

Saturday evening back at the Hilton began with a cocktail hour. The number of people wanting dinner tickets was larger than the giant ballroom could hold, so a second ballroom down the hall was pressed into service. Following the buffet dinner (which was widely praised) everyone left the main ballroom for a thirty-minute "intermission" while the hotel staff broke some tables down and set up chairs, theater style, in their places. This enabled everyone in the second ballroom to attend the speakers program.

Representing FoMoCo was John Valentine, the company's chief racing engineer. Accompanied by a slide show, he spoke about Ford's current racing program, explained how it influenced new models and options, and hinted at some future plans. It's always interesting — and instructive — to get a high level insiders' perspective and if you're talking about racing, it doesn't get much higher level than this.

When it came time for Peter Brock to speak, he had some interesting comments about Cobra replicas. It was Brock's opinion that some of the notoriety and success that Carroll Shelby and his cars enjoy today is due to the increased presence of these replicas. If there was no such thing as a Cobra replica, many people who see a Cobra today would otherwise not be seeing anything, because originals are rare and are just not brought out in public very often. To the average person, a replica Cobra is a Cobra. One of the problems SAAC has with this notion is that all too often it is adopted by replica Cobra owners who really know better.

Of course, Brock's comments got Shelby's hackles up immediately because he is presently engaged in a

series of law suits with replica Cobra manufacturers over who has the right to produce this now very well known body shape. And you have to give Shelby his due: the 427 Cobra is a unique body shape and there is no question Carroll Shelby is the man responsible for it. We'll leave it to the lawyers to wrangle the legal fine points, but in the long run you should bet against Shelby only if you can afford to lose.

There is a grain of truth to what Brock said. However, increased public awareness of the original Cobra is only an unintended consequence, not the primary reason a Cobra replica manufacturer goes into business. Their goal is to produce something that can be easily sold, and at a profit. The Cobra is well known, very desirable, and the originals are priced out of reach of probably 75% of anyone with the desire to own one. If you wanted to produce a replica of an already popular and well known sports car, you would have a lot of trouble picking a better one to mimic than the 427 Cobra. The trouble is that Cobra replica manufacturers were hopping on Shelby's long running gravy train, in essence, without dipping into their pockets to pay him for the ride.

The Charlotte Hilton as well as a cluster of other hotels which housed convention attendees were all less than ten minutes from the track, and these staying up late into the night appreciated the short drive the next morning. It rolled around all too quickly.

The weather outlook was not good. It was becoming overcast and rain was predicted for the afternoon. Optimists hoped that meant late afternoon, but it was not to be. Lowe's Motor Speedway's general manager hit us with a small detail a couple of days before the convention... the track could not be used until 12 noon on Sunday owing to the close proximity of a small church. Of course schedules had already been printed and mailed to open track participants who signed up in advance, but this was just another opportunity for us to demonstrate our flexibility.

We rejuggled the schedule so that the race warm-up would go a full 30 minutes and was open to all vintage race entries. That would start promptly at noon. With the track cold in the morning, it meant that everyone could

participate in the popular vote car show. And almost everyone did. Following the vintage race warm-up would be a normal convention open track session. After that the three separate vintage races (Cobra, GT350 and Trans-Am/NASCAR) were planned, followed by another open track session (morning and afternoon open track groups, both on the small side, were combined).

Carroll Shelby agreed to drive the pace car for the warm-up lap for each of the three races. It was decided that he use the Lightning he had rather than anything else (and he could have had his choice of just about any car inside the track).

Race cars began materializing on the pre-grid about five minutes before noon. At 12 o'clock they were flagged off and by the time their half hour was over the rain had begun. Only a half-dozen cars showed up to run on the wet track and it was clear their hearts just weren't in it. By the end of the session, only Howard Pardce remained out on the track in his R-Model, creating a giant monster-tail as he powered down the front straight.

It was decision time. The promised SCRA corner workers never materialized. The rain was increasing in intensity — it was now a steady down pour. And water could be seen running down the track's banking in sheets. Wheel-to-wheel racing under these conditions was not appetizing to anyone. So we spread the word that the track was shut down. None of the competitors really liked hearing that news, but they understood the reasons behind the decision. And deep down they were probably happy that they would not have to put their cars at risk on a wet banked track (why do you think NASCAR doesn't run in the rain?).

The rain continued to come down and as its intensity increased more cars and trailers began to disappear. By 3 o'clock the track's interior looked like it did when we got there on Thursday morning. There was no doubt that SAAC-26 was over and Lowe's Motor Speedway went back to sleep, waiting silently for the next day's worshippers to present themselves.

SAAC-26 Photographers: Garrett Foster, John Gayer, Diana Kretschmar, Joe Kunsell, Pete Larkin, Lea Santanico, Robert Swinawa.



Between autograph sessions Ol' She cruised around in a new P-100 Lightning. Is there a Ford in his future? Don't bet against it.

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On Saturday afternoon, Carroll Shelby show up with his wife, Cleo. He spent most of the afternoon in the track's Media Center signing autographs, talking with members and posing for photographs. Shelby was driving a new silver F-150 Lightning that had been provided by Ford's public relations department.

At the Saturday evening dinner, both Peter Brock and Carroll Shelby spoke. Brock gave a thoughtful talk about the affect Cobra replicas have had on the marque in general. Brock's point was that the preponderance of replicas has been responsible for elevating the originals in the public eye. The basic shape is instantly recognizable and in the average, non-automotive person's eye, replicas are Cobras. If there was no such thing as a replica, very few people, forty years later, would be aware of Cobras because the original 998 cars would rarely be seen outside of automobile enthusiast circles. Values aside, the Cobra roadster has one of the most identifiable shapes in the automotive world.

When Shelby took the podium it was clear that Brock's remarks had raised his hackles. He was, at that time, involved in law suits over the Cobra's shape being copyright protected. However, as heedless as Brock's comments appeared to be, they actually helped to make Shelby's case. The Cobra's silhouette was unique and recognizable and, as such, was Shelby's intellectual property. Even if the horse was already out of the barn.

## SAAC-26 CONCOURS COMMENTS

— Paul Zimmons

The concours event for SAAC-26 started under cloudy skies, but heaven's curiosity must have gotten the better of it because the clouds parted and the judging began under brilliant sunshine. Maybe a little too bright, since some folks were looking longingly at the shade provided by the nearby paddock campers.

Twenty-six entrants took advantage of this year's concours judging and their cars displayed a wide range of workmanship and restoration. This year Divisions I and II, as well as the Survivor Class, were well populated and represented a cross-section of geographical areas across the United States. Remarkable was the increased number of early-year cars, specifically 1966s and 1966s. All of the concours entrants, however, presented an opportunity for SAAC members and the general public to view some of the best and most meticulous restorations of the cars that carry on the Shelby mystique. This year, in particular, SAAC's concours event attracted a large number of spectators.

The cars hailed from various areas of the

country, and so did the judges. This allowed for an interesting exchange of information and restoration techniques. As usual, the expertise of SAAC's judges was outstanding. The Cobra judges, Dirk Gasterland and Rex Myers, are among the best in the country. John Brown, Rick Nochia, Brian Kennedy and Bob Horn provided the expertise in judge 1966 and 1966 cars. Boo Gama, Randy Sizemore and Craig Shetler handled the 1967 class with their usual high degree of skill. Mike Shelly, Paul Harvill and Bill Anziani demonstrated their proficiency and knowledge during the always popular 1968 class. The tough job of judging the 1969/1970 Shelys as well as the Boss Mustangs fell to the capable hands of Ed Meyer, Marty Weissman, Roboc and John Embrey, Kerry McMahon, Randy Ream and Ray Bryan. Without this dedicated and talented group of world-class judges, the SAAC concours would not be able to maintain the consistently high standards the concours competition has become known for.

As with any successful event, there are people working behind the scenes who make it work. This overview would be remiss without acknowledging and thanking Joyce Yates, whose dedication, organization, determination and tireless efforts encompass the event and makes both competitors and judges feel special. Also, much appreciation go to the team of John Geyer and Trish Judson, who generously give their time and efforts throughout the event to take care of the small details that absolutely have to get done.

15th, note: SAAC Board of Director and Concours Chairman Paul Zimmons is both chivalrous and magnanimous in spreading the kudos around but it should be made clear that without his oversight, wisdom and guidance, the concours car show would resemble interminable warfare. While he appears to some as the referee of a World Wide Wrestling Federation steel cage match, his demeanor is actually more like a Supreme Court justice.



Jim Cruden, Farmington Hills, MI Division I  
68213  
Premiere Award



Reed Galloway, Gaffney, SC Division I  
55248  
Premiere Award



Stan Simm, Winston-Salem, NC Division II  
651478  
Gold Award

## SAAC-26 CONCOURS STATISTICS

### SAAC-26 - AVERAGES BY CLASS

Class	Authenticity	Workmanship	TOTAL	HIGH	LOW
'66 Shelby	230.6	146.5	441.1	441.1	441.1
'66 Shelby	230.2	138.9	414.1	441.1	385.0
'67 Shelby	275.0	134.9	409.9	436.0	383.9
'68 Shelby	284.6	125.0	409.6	427.4	389.1
'69-'70	274.2	140.8	415.1	430.0	407.0
Boss	225.0	137.2	432.1	436.0	428.8
	<b>282.5</b>	<b>133.7</b>	<b>416.2</b>		



Al Fiedel, Cincinnati, OH  
0608483283  
Post Premiere Winner  
Display Only

### SAAC-26 OVERALL POINT AVERAGES

Year	Max. Pts.	Authenticity Avg.	Workmanship Avg.	Total	SAAC-26 NC
2001	450	282.5	133.7	416.2	SAAC-26 NC
2000	450	294.4	146.5	440.9	SAAC-26 CT
1999	450	238.4	132.1	414.5	SAAC-26 MI
1998	450	233.7	138.3	422.9	SAAC-26 NC
1997	450	274.2	141.0	415.2	SAAC-22 WI
1996	450	273.6	141.5	415.2	SAAC-21 CT
1995	450	236.1	138.3	408.4	SAAC-20 GA
1994	450	236.3	136.7	403.0	SAAC-19 IN
1993	450	230.4	140.2	403.6	SAAC-18 NY
1992	450	233.3	125.5	378.8	SAAC-17 OR
1991	450	234.3	128.0	387.5	SAAC-16 NC
1990	450	236.1	130.1	388.3	SAAC-15 MI
1989	450	271.8	127.3	400.4	SAAC-14 PA
1988	450	236.8	127.1	385.6	SAAC-13 CA
1987	450	270.2	136.3	411.6	SAAC-12 NC
1986	300	130.0	90.0	280.4	SAAC-11 MI
1985	300	174.0	90.6	264.6	SAAC-10 NJ
1984	300	187.6	77.8	244.7	SAAC-9 CA
1983	300	182.8	74.0	239.6	SAAC-8 MI
1982	300			248.5	SAAC-7 NJ

The SHELBY AMERICAN #71

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When everyone woke up on Sunday morning, the weather forecast was not good. Rain was predicted for the area but when it would arrive was not precisely predicted. "Sometime in the afternoon" was all the forecasters could say. Everyone hoped it would arrive later rather than sooner. Another minor glitch was that unmuffled cars could not be started until noon. This was in deference to a small church's location near the track. Nobody at the track had brought this up during our advanced planning meetings and we had already printed up schedules. Part of the ability to run a convention is to be able to deal with unforeseen situations like this on the fly. We didn't see much of a problem rejiggering the schedule. It permitted us to hold the popular vote car show in the morning with no competition from the open track or vintage race. The result was a lot of race cars in the car show that aren't usually parked.

When 12 noon rolled around it was hard to tell if the rain would hold off. We asked Carroll Shelby to do the honors of driving the pace vehicle and the F-150 Lightning he was driving was ideal. He led 18 GT350s around a warm-up lap and by the time he came in and the green flag was dropped the rain began, so the black flag came out and the race was, regrettably, terminated. The rain got heavier and heavier, so there was no question about cancelling the other two vintage races. And like that, SAAC-26 ended as there was no reason to remain at the track.

## SAAC-26 CONCOURS WINNERS

### STOCK ORIGINAL/NOS CARS

Premiere - '65 GT350 53216  
Brent Galloway, Gaffney, SC  
Premiere - '65 GT350 65213427 Cobra  
Jim Chudler, Farmington Hills, MI  
Premiere - '65 GT350 65782  
Jerry Clement, West Lake, OH  
Gold - '67 GT500 40590  
Joseph Senese, Chamblee, LA  
Gold - '68 GT500 4R 403794  
Tom Mynes, Raritan, NJ  
Gold - '70 GT500 - 43287  
Milton Robson, Gainesville, GA  
Gold - '71 Boss 351 46935  
Robert Hahn, Westminster, MD  
Silver - '66 GT350 40763  
Bill Roach, Liberty, NC

### STOCK NON-NOS CARS

Gold - '66 GT360H 651437  
Stan Simm, Winston Salem, NC  
Gold - '65 GT500KR 403021  
Larry Weiss, New Albany, IN  
Gold - '70 Boss 302 42986  
Dennis Francis, Danville, VA  
Silver - '67 GT350 402152  
Al Dulaney, Apex, NC  
Silver - '65 GT500 40873  
Ronald Robertson, Bramford, ON Canada  
Bronze - '67 GT350 42555  
Ralph & Pam Boyce, Salem, VA  
Bronze - '68 GT500 408646  
Dennis Pitzer, Fairfax, VA  
Bronze - '68 GT500 411860  
Claf Herrick, Fredericksburg, VA

### ORIGINAL UNRESTORED/SURVIVOR

Judges' Award - 259 Cobra CSX2227  
Frank Wilkins, Fontana, CA  
Judges' Award - 289 Cobra CSX2490  
Tim Collier, Davidson, NC  
Judges' Award - 205 Cobra CSX2310  
Dan Cass, Hartselle, AL  
Judges' Award - 427 Cobra CSX3261  
Andy Gillen, Hickory, NC  
Judges' Award - 427 Cobra CSX285  
Jim Maxwell, Greensboro, NC  
Judges' Award - '67 GT350  
Andy Kilian, Hickory, NC

### PREMIERE CARS FOR DISPLAY ONLY

'70 GT500 43283  
Al Friedel, Cincinnati, OH



Larry Weiss, New Albany, IN Division II  
8T03R208112-43021 Gold Award



Dennis Francis, Danville, VA Division II  
GT02G142985 Gold Award



Tom Mynes, Raritan, NJ Division I  
8T0EH210821-43794 Gold Award



Robert Hahn, Westminster, MD Division II  
1F02R135606 Gold Award



Milton Robson, Gainesville, GA Division I  
8F03R483287 Gold Award



Joseph Senese, Chamblee, LA Division I  
67432F5A0590 Gold Award



Al Dulaney, Apex, NC Division II  
8T03J182448-42152 Silver Award



Jerry Clement, West Lake, OH Division I  
65792 Gold Award



Ronald Robertson, Bramford, ON Division II  
9F02P48 0873 Silver Award



Billy Roach, Liberty, NC Division I  
9F02M480763 Silver Award



Dennis Pitzer, Fairfax, VA Division II  
8T03S179945 02895 Bronze Award



Claf Herrick, Fredericksburg, VA Division II  
8T02S148571-01883 Bronze Award

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The SHELBY AMERICAN #71







Raple & Pam Bayne, Salem, VA Division II  
67212F2AC2836 Bronze Award



Tom Carter, Davidson, NC Division III  
CSX2490 Judges' Award



Andy Kilian, Hickory, NC Division III  
67210F4AC2134 Judges' Award



Dan Case, Hartselle, AL Division III  
CSX2310 Judges' Award



Jim Maxwell, Greensboro, NC Division II  
CSX2288 Judges' Award



Frank Williams, Fortuna, CA Division III  
CSX2227 Judges' Award



Andy Kilian, Hickory, NC Division III  
CSX2251 Judges' Award



Over the past five years or so the number of original Cobras brought to convention has declined in almost direct proportion to the number of replicas that appear. But in the last couple of conventions it seems to us that the number of original Cobras has begun to increase. That's a trend we like.



The SHELBY AMERICAN #71

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## SAAC-26 POPULAR VOTE WINNERS

### BEST COBRA

Don Sawicki, Edgewater, MD - 427 S/C

### BEST SHELBY

Ron Johnston, Orlando, FL - '66 GT350H

### 260/289 COBRA

1st - Jim Maxwell, Grandhera, NC

### 289 COBRA COMPETITION

1st - Joe Dina, Bridgewater, NJ

### 427 COBRA

1st - Lee More, Flat Rock, NC

2nd - Paul Andrews, Moorestown, NJ

### 427 COBRA COMPETITION

1st - Don Sawicki, Edgewater, MD

### CSX4000 COBRA

1st - Candido Duran, Glen Rock, NJ

2nd - Jim Filback, Monfort, WI

3rd - Jack Carter, Woodlands, TX

### FORD GT

1st - Francis Kress, Pittsburgh, PA

### 1965 GT350 R-MODEL

1st - Howard C. Paros, Waterford, CT

2nd - Rick & Colleen Kopac, Sharon, CT

### 1965 GT350

1st - Herb Horvath, Union, NJ

2nd - Rod Beck, Rock Hill, SC

### 1966 GT350

1st - Ron Milron, Rossmore, VA

2nd - Mike Ploch, Bainsville, GA

3rd - Dave Rostman, Newport News, VA

### 1966 GT350 HERTZ

1st - Ron Johnston, Orlando, FL

2nd - Dan Weisman, Berkeley Hills, NJ

3rd - Dick Daniel, Highland, NY

### 1967 GT350

1st - Mack Barr, Orlando, FL

2nd - Mike Lins, Dover, DE

3rd - W.R. Douglas Jr., Garthney, SC

### 1967 GT500

1st - Dominic Ciliberto, Lansdale, PA

2nd - Charles & Liz Lambert, Marietta, GA

3rd - David Miller, Peoria, AZ

### 1968 GT350

1st - John Barnes, Ballston Spa, NY

2nd - James Ray, Charlotte, NC

3rd - Fiedle Harbour, Stuart, GA

### 1968 GT500KR

1st - Lance Tamutser, Lake Mills, WI

2nd - Rod & Bev Harrold, North Canton, OH

3rd - Daniel Wilcox, Humpale, WV

### 1969 GT350

1st - Michael Mock, Davidson, NC

2nd - Laura Dunsmore, Mangerton, NC

3rd - Laro Ramsey, Chesterfield, WA

### 1969 GT500

1st - Ed Shaw, Somerset, NJ

2nd - Roxann & Mike Beaver, Westminster, MD

3rd - Robert Clark, Wappingers Falls, NY

### 1970 GT350

1st - Kevin Ard, Stowe, OH

### 1970 GT500

1st - Michael Lupton, Wilson, NC

2nd - Thomas Pope, Conway, NC

### SHELBY SERIES 1

1st - Ray Finkel, St. Whitestone, NY

### SHELBY COMPETITION

1st - Scott & Lori Henderson, Tumbull, CT

2nd - Jeff Walsh, Hampshire, MD

3rd - Wayne Blue, Stephenville, TX

### BOSS 302

1st - Eric Steidl, Garrisonville, VA

2nd - Leo Colett, Shrub Oak, NY

3rd - Jack Andrews, Pricersville, PA

### BOSS 429

1st - Lawrence Booth, Stockbridge, GA

### PANTERA

1st - Marcelino Solisanga, Miami Lakes, FL

### TIGER

1st - Larry Kigore, Charlotte, NC

2nd - Jeff Frank, Westchester, PA

### 1964-1968 MUSTANG/STOCK

1st - Kenneth Youngblood, Griffin, GA

### 1964-1968 MUSTANG/MODIFIED

1st - Don Buck Jr., Wallaceville, TX

2nd - Don Minor, Sullivan, AL

3rd - Rob Reardon, Fairfield, CT

### 1969-1973 MUSTANG/STOCK

1st - James R. Hart, Celona, FL

2nd - Rich & Marge Riley, Concord, NC

3rd - Paul Ingram, Melbourne, FL

### 1974-1985 MUSTANG/STOCK

1st - Phil Hinson, Lancaster, SC

2nd - Jerry Sullivan, Indianapolis, IN

### 1986-2001 MUSTANG/STOCK

1st - Brian & Robin Znamkowski, Luth, MD

2nd - Carl Bruno, Paulsboro, NJ

3rd - Cindy Loris, Philadelphia, PA

### 1986-2001 MUSTANG/MODIFIED

1st - Robin Geiser, Bang, PA

2nd - Ray Hinton, Mulken, WI

3rd - Steve Trexler, Broomall, PA

### SPL. EDITION MUSTANG/FORD BUILT

1st - Carl Padden, Wartaga, NJ

2nd - James Enger, St. Charles, IL

3rd - Brian Tora, Suzanne, GA

### SPL. EDITION MUSTANG/NON-FORD

1st - Carl Barker, Charlotte, NC

2nd - Jim Lecker, Kennell Square, PA

3rd - Mark Ray, Kings Mountain, NC

### COBRA KIT CAR

1st - Jeff Burg, White Lake, MI

2nd - Mike Cadheart, Greenwood, SC

3rd - Blutch Capps, Knoxville, TN

### SPECIAL INTEREST

1st - Ed & Dee Nowakowski, Mooresville, NC

2nd - Steven Casperson, Shiloh, MN

### SPECIAL INTEREST COMPETITION

1st - Gary Poling, China Grove, NC

2nd - Bonnie Krieschman, Huntington Beach, CA

3rd - Anthony Moretz, Haskoy, NC

## SAAC-26 MODEL CAR SHOW WINNERS

### GROUP I (9 Yrs. & Below)

1st - Kendal Keler, Warren, NJ

### GROUP II (10 yrs. to 19 yrs.)

1st - Kyle Stacey, Murfreesboro, TN

2nd - Bobby Barranger, Toms River, NJ

### GROUP III (20 yrs. & Over)

1st - Randy Rasm, Lebanon, PA

2nd - Bob Barranger, Toms River, NJ

3rd - Rex Turner, Weiss, VA

## SAAC-26 POPULAR VOTE

class \_\_\_\_\_

owner \_\_\_\_\_

city/state \_\_\_\_\_

of particular note: \_\_\_\_\_





# The Checkered Flag

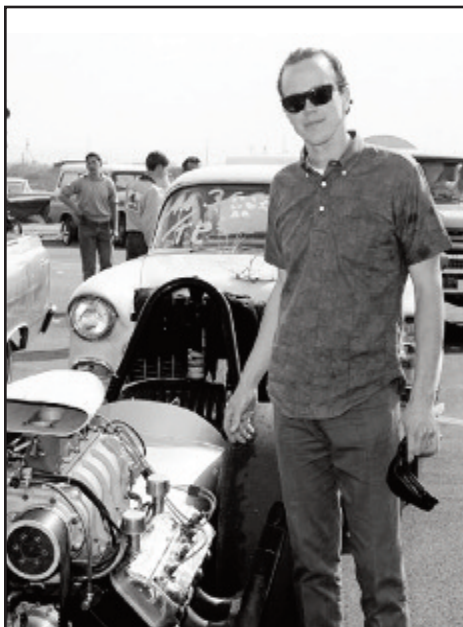
## BOB SKINNER

August 15, 2015

The story of the Surfers Drag Race Team is one of the better known anecdotes in top fuel drag racing in the mid-sixties. That was the time just before drag racing was making the transition from amateur to professional, especially in the dragster classes. The Surfers team consisted of Tom Jobe and Bob Skinner, who built the car and engines, and Mike Sorokin who handled the driving. They became famous for running a very stripped-down, no-nonsense dragster without a sponsor. They never even had their names on the car.

The Surfers had a casual, laid-back attitude and dressed very conservatively, looking like the other kids they knew in Santa Monica. Without their names on the car not many competitors at the Southern California drag strips even knew who they were. They rode skateboards in the pits so they were called "the surfers." At first Jobe and Skinner weren't even aware of it and eventually they went along with the name.

Their dragster wasn't one of those cutting edge, pushing the envelope cars. Jobe and Skinner were just detail-oriented. Skinner, especially, was extremely observant and able to learn from others—both what they did right and what they did wrong. They became top contenders by using a higher percentage of nitromethane than anyone else (96% vs. everyone else's 70%-80%). In 1966 they won at Bakersfield, which was considered the Superbowl of drag racing.



Skinner and Jobe met in high school when they discovered they were both interested in cars and drag racing. After high school they went to work in Jobe's father's machine shop and after getting fired, rehired, fired again and rehired again, Skinner finally quit for good and went to Germany where he got a job in a machine shop as an apprentice toolmaker. He didn't speak a word of German.

Skinner returned to the U.S. in 1962 and got a job at Shelby American as a machinist and fabricator. He liked

the job and enjoyed working around Cobras. At night he and Jobe worked on their dragster. By 1965 their dragster had become pretty successful and Skinner quit Shelby American in order to campaign the Surfers' dragster full-time with driver Sorokin. Jobe stayed home to cut down on expenses. When the team needed replacement parts, Jobe's job was to ship them. They did well enough to continue doing it but Skinner soon became disenchanted by the increasing costs and the encroaching professionalism entering the sport as well as sponsors and the pressure to keep them happy.

After the 1966 season both Skinner and Jobe moved around from one motorsports project to another. Skinner went to work for Mickey Thompson on his Land Speed Record streamliner. Sports car contacts from Shelby American got him and Jobe positions on John Cannon's Can-Am team in 1968. The high point of that adventure was at Laguna Seca when it rained and the narrow rain tires allowed Cannon to win the race.

At the end of the 1972 season Skinner declared that he and racing were done. And that was it. He never looked back and never wanted to talk about his experiences; no interviews and no reunions. He had a unique talent for evaluating mechanical problems and finding solutions. He was never a fan of formal schooling, but was successful at learning from his own experiences. Eventually he moved to an apple orchard north of San Francisco where he lived until his death.





## CHARLES L. SCHWAB, JR.

January 14, 2016

Charles Schwab Jr. of New Haven, Connecticut passed away peacefully at 92. He was a long time sports car enthusiast and in 1968 purchased CSX2007, an early white roadster with only 331 miles on it. He was happy to share his enthusiasm for cars, and especially the Cobra, with his oldest son, Chuck, who was allowed to wash and wax the car constantly and drive it (under supervision) occasionally. After about a year, Charles sold the Cobra to a younger Cobra enthusiast in Connecticut, Geoff Howard.



The small block car was replaced, about a year later, with a red 427 Cobra. CSX3309 had originally been purchased by Sylvia Smith with the intention of being raced by Paul Chroinere in Vermont. A roll bar, Avaiad oil pan and electric fuel pump were added but the car competed in only one hillclimb before being traded to racer John Paul. It was purchased shortly thereafter by Schwab who drove it, very gingerly, on the street until he sold it in 1975.

His son Chuck, realizing he would never get to drive the 427 nearly enough to suit him, purchased CSX2228 in 1972 and used it as daily transportation, driving it back and forth to a nearby college. He still owns the car today and he is one only four "lifetime members" who jumped to

take advantage of that offer before it was cancelled – all of that when SAAC was only a month old.

While attending the University of Pennsylvania Wharton School of Business, Charles Schwab enlisted in the Army Air Corps after the start of WWII. He became a bomber pilot, flying B-24 Liberator heavy bombers out of Manduria, Italy. He flew 35 missions and was shot down three times. Two of his bombing missions involved the oil fields in Ploiesti, Romania and the Abbey in Monte Cassino in Italy. He was awarded the Distinguished Flying Cross and Air Medal along with numerous other citations and was discharged as a First Lieutenant. He later served as the Director of Public Works for the city of New Haven before retiring.



## BRATZO VICICH

February 2, 2016

Anyone familiar with R-Model history knows the story about the five factory competition cars that were purchased by five Peruvian racing drivers and used to compete against each other in road racing events in Peru. They wanted to compete in equal cars to see who was the best driver, not who had the best car. The races were held on public roads between the country's larger cities. Roads in and around the cities were paved; roads between them were not.

One of the five drivers was Bratzo Vicich. He was born in Belgrade, Yugoslavia in 1942 and arrived in Peru in 1948 with his parents as political refugees. In the 1960s and 1970s, Vicich became one of the best rallye and race drivers in



South America. Behind the wheel of the R-Model, 5R530, which he purchased in 1966, he competed in dangerous road races in the Peruvian Andes. His best known achievement was the legendary Caminos del Inca in 1973. He was crowned National Champion in 1973 but was also the South American Champion in his class in the late 1960s.

Vicich was a Peruvian national champion in sports car racing, motorcycle racing and Peleta Fronton, a Peruvian racquet sport. He also somehow found time to study dentistry, receiving a degree and opening a practice in Lima.

A few years ago he was reunited with his R-Model, 5R530 at the Monterey Historics and found it difficult to believe there was such a high level of interest in Shelbys.







## JIM TRAVERS

February 10, 2016

There probably aren't a lot of people who recognize the name Jim Travers. But everyone recognizes TRACO Engineering, one of the best known engine shops in southern California in the 1950s, 1960s and 1970s. Travers was half of that team. His long time partner, Frank Coons, was the other half. They supplied race engines to elite competitors in the USRRC, Trans-Am, Can-Am and Formula 5000 who dominated these series.

Like a lot of the individuals who eventually found their way into the upper levels of automobile racing in the U.S., Travers lived in Los Angeles and went to high school in the 1930s. He naturally gravitated towards cars — and building hot rods. Right after the attack on Pearl Harbor, he joined the Army Air Corps hoping to become a pilot but he failed the eye test. He went back later and was accepted to be trained as a crew chief. He was sent to the Pacific theater and flew from airfields on some of the hardest fought islands like Saipan, Tinian, Okinawa and Iwo Jima.

After returning from the war he went back to racing, starting with midgets. He teamed up with a friend, Stu Hilborn, and they experimented with fuel injection. Travers fabricated and machined parts and components and soon they were building Hilborn/Travers fuel injection systems. They began selling

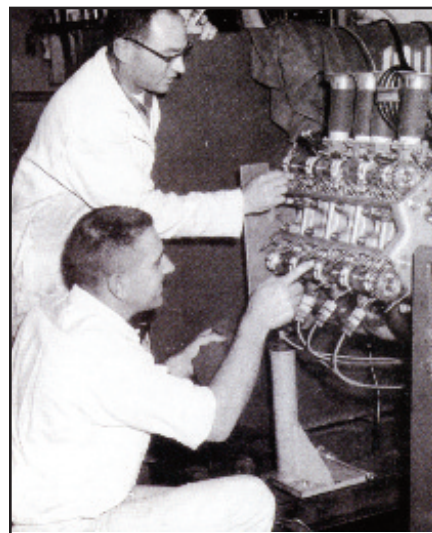


these systems and initially did well on circle tracks but on dirt tracks there were problems. Engines would go lean and burn pistons and sales suffered. Travers bailed out to find another source of income and joined up with Swede Lindskog to race midgets. Lindskog was killed in a racing accident at Gilmore Stadium and Travers was then hired by Eddie Haddad. They were soon working on cars for businessman Howard Keck. Keck decided to race at Indianapolis. He would eventually sell his company to Socony Mobil and never experienced financial worries again.

Travers' focus was Indianapolis from the 1950s to 1960s. Howard Keck decided to get out of racing in 1956.

When Travers and Jim Coons got the call they quietly packed their tool boxes and walked out of the shop they had been coming to for the past seven years, leaving behind the cars they were working on, tools, machinery and parts. They did some consulting work and got a call from Ford, wanting them to develop a new race engine. At the meeting, one of the Ford executives asked them what the name of their company was. Travers thought quickly and said, "TRACO." And just like that, TRACO Engineering was born. One early project was building a Formula 1 engine for Lance Reventlow.

Travers and Coons began building race engines based on Chevy's new V8 for USAC circle track cars. GM used their engines in the Grand Sport Corvettes, resulting in the beginning of the





Traco reputation. Customers like Roger Penske and Bruce McLaren were at the head of the line.

When the rear engine revolution took place, Traco was in the right place at the right time. Through the later 1960s, their engines were everywhere: USRRRC, Can-Am, For-

mula 5000 and Trans-Am. Traco grew because of the demand and a steady stream of engine builders and fabricators moved in and out of their shop. A good number came from Shelby American. Their employees learned from the masters who never lowered their standards.

Jim eventually moved Kanab, Utah where he continued to work every day. People restoring race cars sought him out for his magic touch. He refused to slow down and on February, 2016 he took a fall off a ladder and never regained consciousness. He was 96.

## FRANK CURRIE

March 2, 2016

The elders of the hot rod world are reaching their 80s and 90s and are passing away, and with them go the clear remembrances of the world they both inhabited and created...to be replaced by foggy recollections of those who came after them. Frank Currie was born in Anaheim, California in 1929. By the time he was in his twenties he was in the middle of the Southern California hot rodding culture. Currie was involved in drag racing, land speed record cars, off-roading and desert rallies, muscle cars and street rods.

As a young man he enjoyed the merging of automobiles and speed. He started with a Model A Ford, modifying it for speed runs on the Muroc and El Mirage dry lakes as well as running on local dirt tracks. He was intrigued by anything with an engine and during the Korean War he found himself in the Air Force, stationed in Oklahoma and working as an aircraft mechanic. The experience stayed with him when he returned to Anaheim and he went to work for Taylor-Dunn, a company that manufactured small farm trucks. He specialized in rear end differentials which could be adapted to these trucks and by 1959 he and his wife established Currie Enterprises. The business grew rapidly, eventually occupying a 40,000 square-foot facility producing modular rear ends for industrial and commercial applications.

He eventually felt the gravitational pull of hot rodding and before long he was providing Ford nine-inch rear ends to local speed shops. Over the years company records re-

vealed that they sold more than 300,000 rear ends until 2005. Then they began fabricating differentials from scratch and expanded to supply the off-road market. Currie turned the company over to his sons and retired in 1985.

Retirement merely freed Currie up to do what he enjoyed most: playing with cars. He built a '32 Ford highboy to run at Bonneville. The car was powered by a Boss 429 "Shotgun" engine his sons had given him as a birthday present. It was bored out to 709 cubic-inches and produced 930 horsepower. He drove the car to the salt flats, swapped wheels and tires and installed a roll cage. He turned 205 mph

and then removed the cage, swapped the street wheels and tires again, and drove the car to Detroit. He holds the record for the fastest car ever to be driven to and from Bonneville under its own power. The car was named "Hot Rod of the





Year" in 1998.

Currie also occupied his time with rock-crawling, drove with his wife, Evelyn, in "The Great Race" twenty times, winning overall once. He always had '32 Ford roadsters or

coupes and had a '65 GT350 which he drove in La Carrera Panamericana three years in a row. He was 87 when he passed away of natural causes at home in Yorba Linda .



## NELDA NEALE

March 25, 2016

Nelda was the wife of noted Dallas, Texas automotive artist Bill Neale. They had been married for 67 years. Bill was a lifelong friend of fellow Texan Carroll Shelby but Nelda actually knew him first; they both went to Woodrow Wilson High School in Dallas before she met Bill. Neale referred to her, fondly, as "Scrap Iron" and when he did, she pretended to be irritated but she was actually beaming. It was an act the two of them had perfected over



the years. She graduated from North Texas State University with both bachelor's and master's degrees in

Speech. After getting married and becoming a parent, she easily moved from being a teacher to a mother and homemaker and supported her husband as his fine art career took off.

Nelda enjoyed Bill's involvement in cars as much as he did and often accompanied him to races, art shows and SAAC conventions. She was always gracious, warm and kindhearted. She will be profoundly missed by everyone who knew her. She was 88 and died peacefully with her family around her.

## HOMER PERRY

June 21, 2016

Former Ford Racing Program Manager Homer Perry was as much responsible for Ford's LeMans victories as anyone else, but he tended to work in the background. He wasn't in the spotlight like a driver and no magazine articles were written about him. However he played an important role and he was what is known as "a mover and a shaker." His job was to make things happen.



Perry was born in 1920 in Spruce Pine, North Carolina and when he was five years old his family moved to Detroit. His father went to work at Ford's Rouge Plant. When he was nineteen he joined the company as an apprentice mechanic. He continued to climb the Ford ladder,

working for the company until he retired.



Before Ford began its Total Performance campaign in the early 1960s, Perry worked at Ford's proving grounds, supervising the preparation of cars in the Mobil Economy Run and Pure Oil Performance Trials. When Ford began its racing program, he was given the responsibility of coordinating the activities of everyone involved with the GT40 project – Shelby's people, Holman-Moody's people, Alan Mann's people and Ford designers and engineers. Everything having anything to do with the tactical end of

Ford's GT40 program eventually got funneled through Homer Perry.

He retired in 1985 and moved to Florida. When his wife Betty passed away in 2004 he moved back to Michigan to be near his daughter. When Ford won LeMans in June he was with his granddaughter. He was in and out of consciousness but when the Ford GTs crossed the finish line, his granddaughter whispered in his ear, "Grandpa, they won! Ford won at LeMans." He smiled and squeezed her hand. When he passed away from complications relating to pneumonia a few days later. He was 96.





## CHRIS AMON

August 3, 2016

Chris Amon is best known for Ford's 1966 victory at LeMans in a GT40 MK II co-driven by Bruce McLaren. Both were Kiwi's, coming from New Zealand. Amon's father owned a large sheep ranch and he learned to drive when he was only six. After racing in New Zealand and Australia as a teenager, he arrived in England in 1963 at the age of 19. If you were serious about racing you went to Europe, and especially England. It was, at that time, the hub of small, independent race car manufacturing.

Amon set his sights at the very top – Grand Prix – and was determined to prove himself as capable as any of the other top drivers of the time, notably Jimmy Clark, Dan Gurney, Graham Hill and John Surtees. He drove well and acquired the reputation as an excellent development driver, able to communicate with engineers and mechanics and provide precise technical feedback. Ferrari's former technical director, Mauro Forghieri, called him, *"by far, the best driver I have ever worked with."*

Amon's driving career included stints with teams from Parnell, Cooper, Scuderia Ferrari, March Engineering, Equipe Matra, Martini Racing, Elf/Tyrell, Motul BRM and Ensign. He also drove for his own team, Chris Amon Racing.

His Formula 1 career was a combination of brilliant driving, unfortunate mechanical mishaps and an occasional accident, which resulted in his being described as, *"the most talented driver to never win a Grands Prix."* His career spanned 14 seasons between 1963 and his retirement in 1976. He drove for thirteen teams, entering 96 grands prix. Although holding the record for having driven for the highest number of teams in the history of the world driving championship, Amon's highest finishes were three second places and eight thirds. He took the pole five times.



Like all drivers in the 1960s-1970s, Amon did not limit himself to only the world driving championship. Good, experienced drivers were always in demand and Amon was no exception. Following his 1966 LeMans win he was offered a ride with the Ferrari Team. He started out in 1967 as the No. 4 driver but by mid-season he was the only one left. Lorenzo Bandini died in a crash at Monte Carlo, Mike Parkes was badly injured at Spa and Ludovico Scarfiotti had a falling out with Enzo Ferrari.

The following year he started four races from the pole position but retired seven times in eleven races. As part of his Ferrari contract, he drove sports cars for them and won the 24 Hours of Daytona and the 1000km of Monza, helping Ferrari in winning the World Manufacturer's Championship in 1968. He also competed in the Can-Am series in 1966, 1969 and 1970. In 1967 he attempted to qualify (without success) for the Indianapolis 500 driving the George Bryant entry.



His driving career came to a close in 1976. Following Niki Lauda's near-fatal crash at the Nürburgring, when the race was restarted Amon refused to participate. He was let go by the Ensign team and signed by the Wolf-Williams Team for the remainder of the 1976 season. A crash during qualifying for the Canadian Grand Prix convinced him it was time to hang up his driving suit. He returned to the ranch in New Zealand until he retired. He was 73 when he died of cancer.





## JACK SEARS

August 7, 2016

Jack Sears was one of England's best known sports car drivers in the 1950s and 1960s. He was born in 1930 to a well-to-do family and developed a passion for cars at an early age. His first race was in 1950 in an MG TC at Goodwood. He continued racing and rallying and gained a reputation in Lister sports cars. He raced in single seaters only twice, preferring full-fendered sports cars and saloons.

Erudite, eloquent and elegant, Sears always dressed smartly and was meticulously polite, with a slow and smooth mellifluous voice. He became universally known as "Gentleman Jack."

His association with John Willment and his Ford-based team in the early 1960s brought him prominence in England's popular touring car competition. When Willment began campaigning full-size Ford Galaxies powered by 427 engines they were responsible for many of his successes.

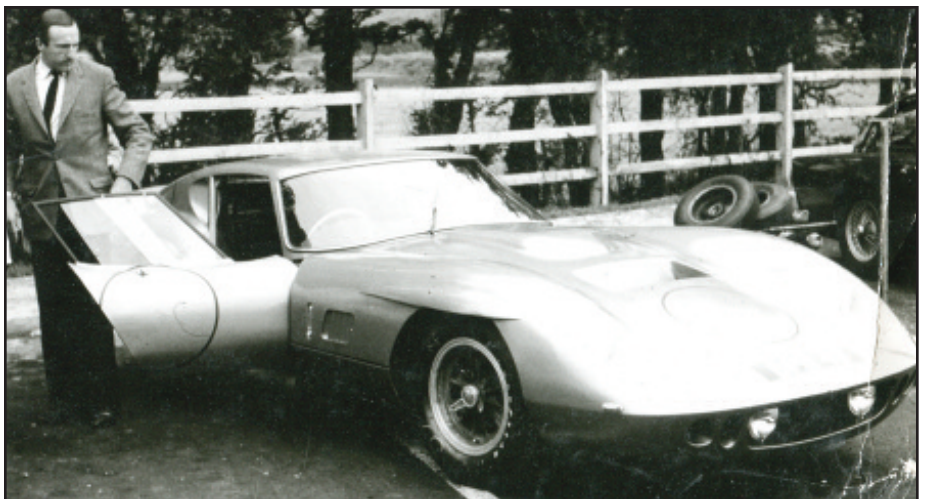
When the Cobra Team arrived in Europe with their Daytona Coupes they made a habit of including a team of drivers from the country they were racing in. If the race organizers attempted to get cute with their rules interpretation, since all of the Coupes were prepared identically they would have to disallow all cars – and they did not wish to penalize a team of "local" drivers. Sears was teamed with other Brits and soon proved himself worthy of a seat on the Cobra Team. In 1965 he finished 10th AO/2nd GT at the Nürburgring (with Frank Gardner), 8th OA/2nd GT at LeMans (with Dick Thompson), 9th OA/2nd GT at



Reims (with John Whitmore) and 5th OA/2nd GT at Coppa di Enna.

In 1964, AC Cars built a coupe of their own for LeMans and Sears gained national notoriety in England by testing the car on Britain's M1 motorway late at night, reportedly topping 180 mph. Upon discovering this, local authorities admonished the manufacturer against ever doing it again.

In later years, Sears was a popular guest at many automotive events, including the Shelby American Collection's annual December party. He enjoyed meeting enthusiasts and talking about his Cobra days. The Jack Sears Trophy has been awarded for a variety of achievements in the British Touring Car Championship. He was 86.





## JACQUE PASSINO

August 17, 2016

Jacque Passino was the head of all of Ford's racing ventures from 1957 through 1970 when Ford withdrew from racing. He was born on September 4, 1920. During WWII he served in the Army Air Corps as a major. After the war he returned to his hometown of Toledo, Ohio where he completed a degree in mechanical engineering at the University of Toledo. He worked at Willys Motors promoting the Jeep for a few years before joining FoMoCo in 1957 where he worked sales promotions. When a position opened up in the special vehicles department he applied for it because he thought it was more appealing than holding down a desk in Dearborn. Little did he realize he was moving into a round-the-clock job. In 1957, racing in the U.S. was primarily NASCAR, Indianapolis and all of the smaller tracks around the country. He learned about racing quickly and eventually rose to Director of Special Vehicle Activities where he oversaw all aspects of Ford racing.



When Ford began its Total Performance campaign in 1963, Passino was in the right place and had the right attitude. He believed that racing sold cars and Ford's goal of winning in NASCAR, Indianapolis, drag racing, endurance racing and off-road racing was in step with his philosophy. His job was to oversee all of Ford's different racing aspects. In an interview in *Hot Rod* magazine in 1968, he was described as, "the cunning impetus behind Ford Motor Company's successful

racing ventures." Passino's close relationship with Holman Moody came into play when the Ford GT MK II was created. Shelby American did not have a lot of experience with the 427 engine at that point, and Passino did not want them to climb the learning curve, so Holman Moody was brought in for engine development. In 1966 they were given a team, along with Alan Mann, to create intramural competition. Passino felt this would make each team work harder.

According to Glen Wood of Wood Brothers Racing, Passino felt that race fans were having trouble distinguishing between cars that looked alike (think about eight Ford GTs at LeMans) so he came up with the idea of painting them all different colors. He wanted the cars the color of candy and employed George Barris to develop the various colors used on the Ford GTs in 1966 and 1967.

After leaving Ford he remained in the automotive field until he retired at age 78. He moved to Florida where he passed away at 95.







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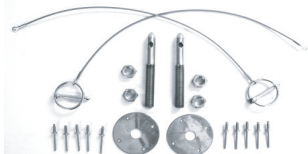
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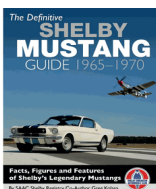
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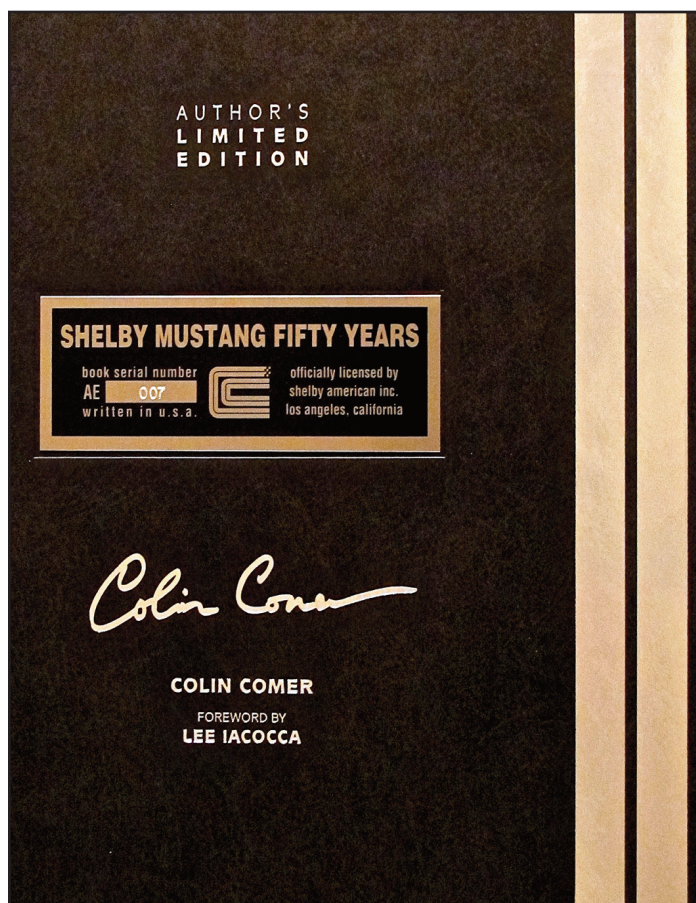
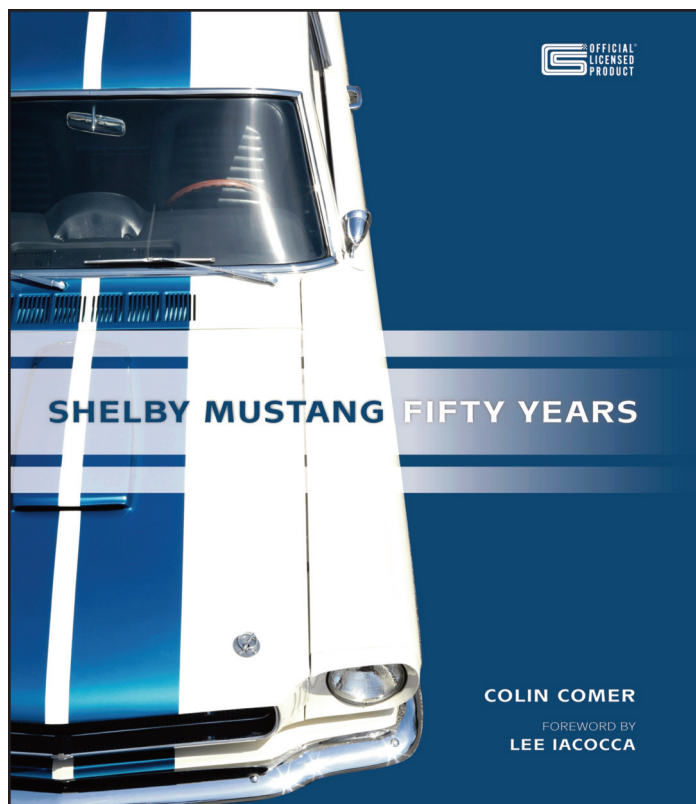
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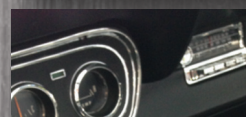
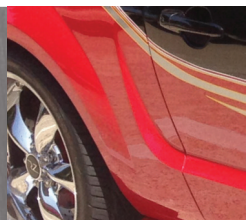
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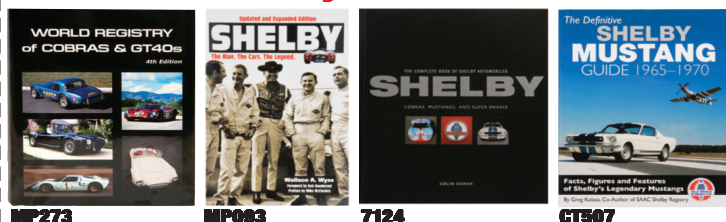
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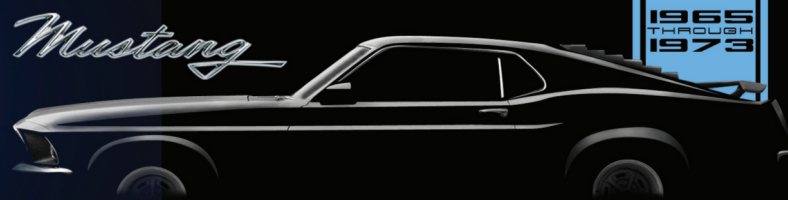
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65-70  
Factory dual exhaust  
0101A24-1A \$26.70

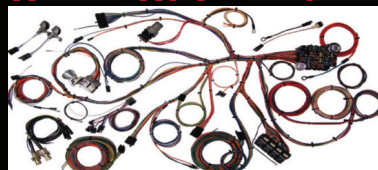
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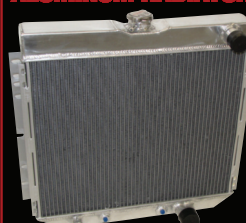
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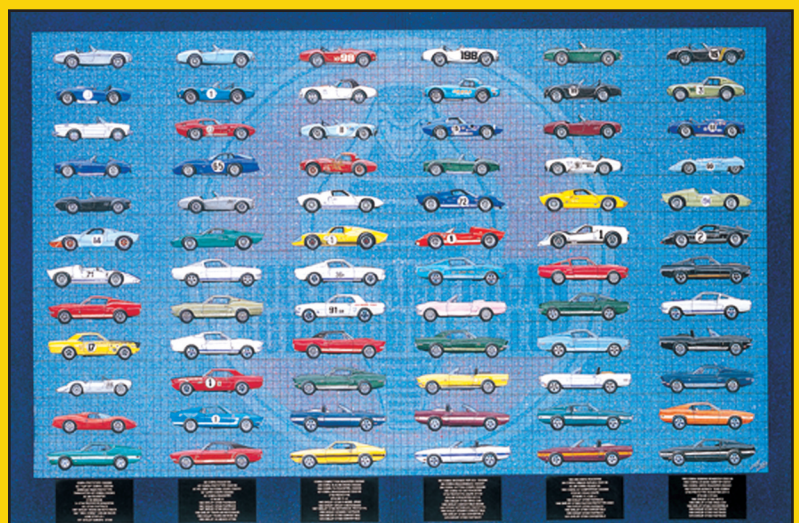
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They're still available, but not from us. We began this project in 1995 when we contacted artist Larry Gardinier with the idea to do a series of posters that resembled Hollywood B movie posters. Gardinier is a master with the airbrush and he would 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.

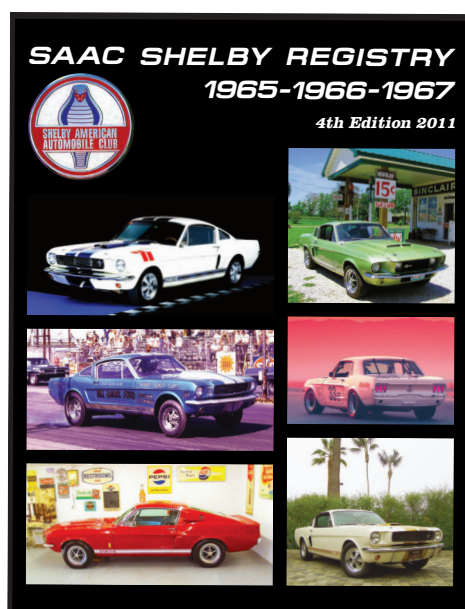
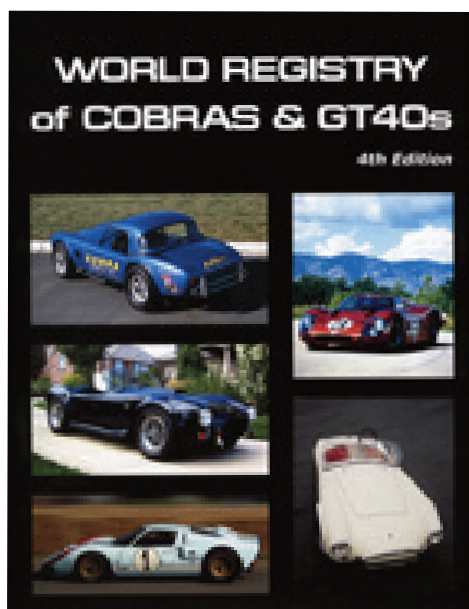


The large 24" x 36" "Shelby Decade" poster is also a Larry Gardinier creation. All of these posters are now available from him directly. For ordering details and prices go to:

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Is there something about that that sounds good? Does it make you feel just a little superior in the Shelby or Cobra world? It should. When it comes to these cars, being a SAAC member brands you as an "insider." A go-to guy. In fact, the positive feelings toward the club held by its members are so strong that once some owners or enthusiasts become members, they continue to think of themselves as members even after their membership expires. Sometimes for years. Or forever.

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.

Multiple-year memberships are available and the current rate will inoculate you against any dues increases for the duration of your membership.

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