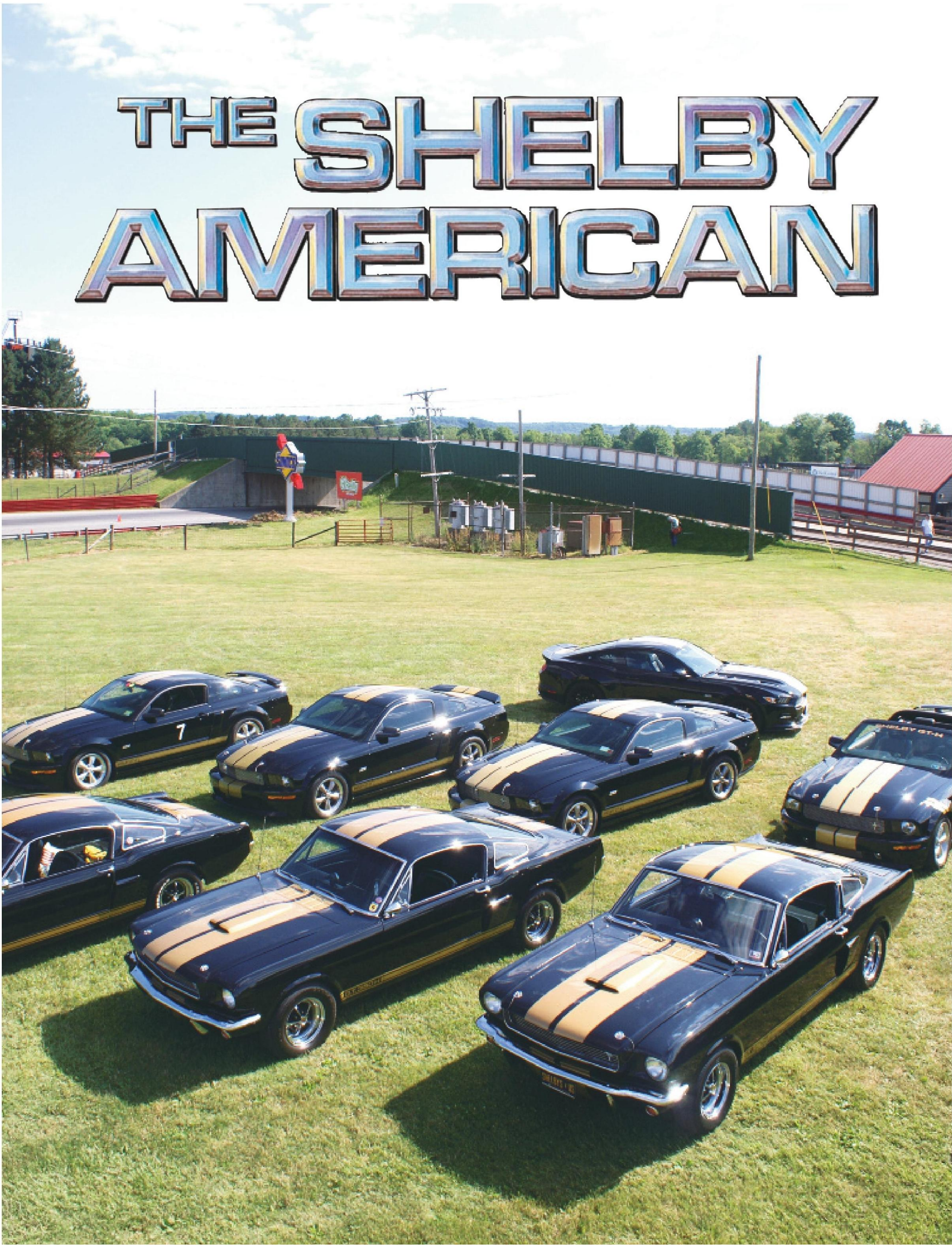
THE SHELBY AMERICAN



The SHELBY AMERICAN #106

The magazine of the Shelby American Automobile Club

Summer 2016

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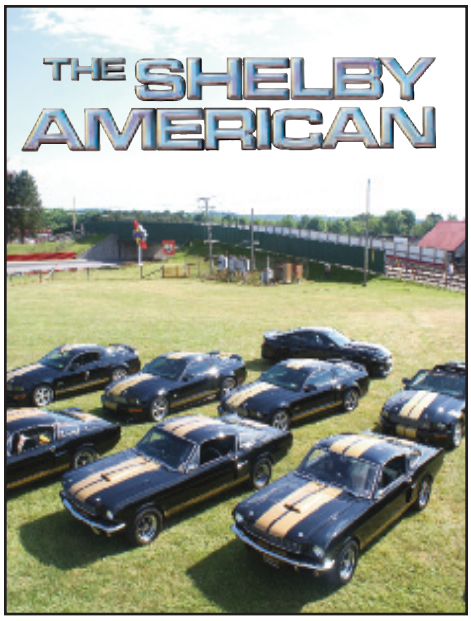
ON THE COVER. The cover of the summer issue is traditionally saved for the annual convention. With Hertz cars everywhere, we asked SAAC's Hertz Registrar, Greg Kolasa, to see if he could take a picture of some Hertz cars that would be suitable for the cover. He was able to check that box for us. There were about three dozen Hertz cars at SAAC-41: 1966, 2006 and even a couple of 2016 models that were rented and driven to the convention. There were probably more than that but getting all of them to park together for a headcount was impossible.



THE MAIL SAAC. *17 pages.* The usual cornucopia of Shelby-related items of interest. For openers, CSX2000 will be changing owners soon. And how does the car at the left, which looks like something Goofy might drive in a Disney cartoon, fit in to any Cobra equation? Another graffiti vandal captured on film showing no signs of guilt or remorse. Cobra and Shelby pictures you've probably never seen before. Check out the Revs Institute digital photo archives...if you have time because it will consume some. Dan Gurney for Governor? What? You missed that?

SHELBY AMERICANA. *14 pages.* Yes, that's Bob Dylan on his Triumph 650 Bonneville talking to a guy in a Cobra t-shirt in Woodstock, NY – about four years before the festival. On the master eagle eye battlefront, we lost one and gained one, demonstrating some sense of equilibrium in the world. A GT40 spotted in a "Man From Uncle" TV episode we'll bet you never saw. What an eagle eye can catch in "Back To The Future Part II." A GT40 on the streets of Paris? Peter Brock puttering with Stromberg 97s? And more.

HERTZ HOOPLA. *12 pages.* SAAC-41 was alive with Hertz cars, as befits a 50th Anniversary Celebration. We provide the details, some of which you may have missed even if you were there. And if you weren't there, this is the next best thing. There was plenty to do, including a tour on Thursday where everyone ended up in the Ohio State Reformatory. They were quickly paroled. The evening program on Friday included a talk by movie screenwriter Patrick Kriwanek who provided some details about the major motion picture about Cobras that is in the works.

SAAC-41 POPULAR VOTE. *3 pages.* The Popular Vote car show always seems like it flies by. It takes as much time to get the cars in place on the show field as it does to actually vote. Some trouble was anticipated before the event when show chairperson Diana Duffee received a cryptic note that was signed "The Riddler." She enlisted the help of the Caped Crusader and his partner, who happened to share more than a passing resemblance to Howard Pardee. They parked the Batmobile on the show field but didn't stay long enough to get any votes. Zap! Pow!

SAAC-41 VINTAGE RACE. *3 pages.* This year's race was a start-to-finish runaway with none of the first five cars changing leads throughout the entire eight laps. They finished in the order that they started, which means that after the green flag dropped none of them made a mistake or had a malfunction. Sixteen cars started and fifteen finished. Most of the racers were double-dipping. They were entered in the SAAC race but were also there for the SVRA weekend so they got plenty of track time, which what it is really all about.

SAAC-41 CONCOURS. 3 *pages.* Here are the winners and photos of their cars, all eagerly awaited. The concours was, again, reorganized slightly, reflecting the evolution of the event as head judges continually add to their knowledge about what is "right" and what is "wrong." This filters down to the entrants and their cars reflect this in following years. A concours gold winner twenty years ago probably wouldn't even qualify for a bronze award today. The quest for perfection is continual, with the goal posts continually being moved back each year.

VINCENT LISKA. *7 pages.* We catch up with the hard-working 1968-1969-1970 Shelby Registrar. How did he get started and what keeps him going? Maybe it's the fact that he bought his first Shelby in 1968 – and turned it in on a 1969 model. And don't forget, he has been overseeing Tech Inspection at national conventions ever since we had the first open track event. When you pick up a registry you can't imagine the work that went into it, especially at the beginning. We get him to reveal how a lot of that happened. It's fascinating stuff.

THE MUSTANG IRS STORY. *5 pages.* Ever since the first European sports cars were imported into the U.S. in the 1950s, one of the features that defined them as being sports cars was an independent rear suspension. While not exactly the Holy Grail of sports cars, American cars were always seen as coming up short by not having one. When the original Mustang I was created, it was as a sports car and an IRS was essential. But by the time the four-place Mustang went into production in 1964 the IRS had disappeared. But it's back now.

HERTZ CRUISE. *3 pages.* It was a terrific way to roll into the "Hertz" convention at Mid-O: in a caravan of six black-and-gold Hertz cars, coming from Chicago on a memorable road cruise. One car was an original '66, four more were 2006 models and there was one new 2016 rental – still owned by Hertz! Troy Kruger started in Minnesota and collected the other cars along the way. They even hooked up with a '65 Mustang R-Model look-alike along the way. It made for a very memorable convention.

A FOREVER SHELBY. *9 pages.* Every car has a story. When one person owns the car for a very, very long time it can be a very, very long story. This story starts with a used Hertz car, seen by a high school student as it drove by every day as he was walking home from school. He befriended the owner and began accompanying him to the track. The Hertz car was used as a push car for a B/Gas Mustang with a one-piece, flip-open front end. Well, one thing led to another and he eventually bought the car. And he has had it ever since. It's a long story...

THE SHELBY PLAYBOY CONNECTION. *3 pages. Playboy* magazine has always tried to be on the cutting edge of trends and they were quick to spot the Cobra as a car worthy of special notice. Shelby American's marketing department realized that *Playboy* was an excellent place to advertise but their rates were prohibitively high, so the company was forced to be creative and get in the magazine on the editorial side. We chronicle how that happened through the years of Cobra and Shelby production.

JUST DRIVE IT! *4 pages.* Too many of our cars are parked in the garage as they appreciate and slowly and imperceptibly deteriorate. What are they waiting for? Some hypothetical "next owner" who , it is assumed, would prefer a low mileage example in the best condition possible. Harvey Sherman comes down on the side of driving his car, a blood-red Aurora GRX. He recently took it on a road trip through some of the most scenic areas of central Washington State and returned with photographs and memories. Sure beats the garage.

CLICK COLLECTION TO CROSS THE BLOCK AT MONTEREY. *4 pages.* Arizona Ford dealer Jim Click put together a nice six-pack of cars he vintage raced on the west coast beginning in the early 1990s. Nobody stays young forever, and as Click has moved into the septuagenarian stage of his life he decided to let the cars go. He chose the RM Sotheby's Auction in Monterey during car week. Each car had a unique history, both before Click began racing them and during. It will be interesting to see how things shake out in Monterey.

NEWS FROM OZ. *2 pages.* Our man in Australia, Nez Demaj, does an excellent job of keeping us appraised of what is happening, Shelby-wise, down under. Relative to the size of their country (about the same size as the U.S.) Shelbys are few and far between, but their owners are an enthusiastic bunch and when there is a show, there always seems to be more cars than spots available. And those cars are as nice as any Shelbys anywhere.

SAAC-25. *15 pages.* We set the wayback machine to 2000 to take another look at SAAC-25 at Lime Rock. It turned out to be the largest SAAC convention ever, and that was probably due to a combination of it being the club's Silver Anniversary, the fact that we invited more ex-Shelby personnel and Ford players, and because it was at Lime Rock – a very popular race facility in the northeast, an area of the country where we have a large segment of club membership. It seemed the planets were all in alignment for this one.

LET HERTZ PUT YOU IN THE DRIVER'S SEAT

In the mid-sixties Hertz had an advertising campaign where a driver appeared to come down from the sky and glided right behind the wheel of a moving convertible. Hertz was putting driver in the driver's seat. It must have been effective because some people still remember it today, fifty years later. When the GT350 Hertz cars came out Jerry Titus, then editor of Sports Car Graphic magazine, did a take-off of those ads. For the first photo he was perched in a tree, ready to jump. In the second, he was splattered on the roof with his briefcase popped open.

The MAIL SAAC

RM TO AUCTION OFF CSX2000 RUMORS RUN RAMPANT

All eyes will be on the RM Sotheby's auction in Monterey in August as the very first Cobra, CSX2000, goes across the block. By some amazing stroke of – depending on who you talk to, either genius or luck – the car never left Carroll Shelby's ownership. It has been touted as the most [*you pick one*] valuable, significant, desirable or historic Cobra of them all. And with some justification. Shelby never parted with it, although at times during the 1970s and early 1980s, he had it buried in a corner of his warehouse, an afterthought to a history rife with excitement and punctuated by howling Daytona Coupes, thumping 427 Cobra S/Cs, screaming Ford GT40s and thousands of Shelby Mustangs.

Just prior to his death on May 10, 2012, many of Shelby's affairs were reorganized. A family trust was created to shelter some of his assets from being consumed by taxes, among them CSX2000. Since the announcement that the first Cobra was to be auctioned off, rumors sprang up linking that decision to a slump in business at Shelby American, Inc. and the reported layoff of thirty employees. Not understood by many people is the fact that the financial fortunes of the company (Shelby American, Inc.) and the trust (the Carroll Hall Shelby Family Trust) are entirely separate. When CSX2000 is sold, nothing from that will go into the company's coffers.

It is interesting that despite Shelby's fifteen year association with Barrett-Jackson and his reported good friendship with Craig Jackson, the car was consigned to the RM Sotheby auction house. Sotheby's represents the pinnacle of automobile auctions in this country, noted for the quality of the cars in their auctions – compared to Barrett-Jackson, which is better known for quantity and the spectacle with which the cars are presented.

The decision to sell the car through RM Auctions was explained by Joe Conway, one of the CHS Trust's co-trustees (the other being Neil Cummings, Shelby's long time lawyer and business partner). Conway, who married one of Shelby's nieces in 1971, had an extensive business background when he was invited by CS in 2009 to run Shelby American, Inc. Cummings is the CEO of Carroll Shelby Licensing which handles copyright and trademark matters. Both companies are wholly-owned subsidiaries of Carroll Shelby International, a publicly-traded company on the NASDAQ (symbol "CSBI"). Conway and Cummings both serve as co-CEOs of Carroll Shelby International.

"*Carroll and Rob Myers* [founder and CEO of RM Auctions] *discussed Cobra #1 many times, and they were good friends. Their agreement, that Rob would offer the car for Carroll's Trust after he was gone, was a very emotional one for both of them."* said Conway. *"Neil Cummings and I are now simply carrying out Carroll's wishes, with no disrespect meant to the other individuals who meant so much to Carroll and did so much for his business and his Foundation over the years."*

The value of CSX2000 has been the subject of speculation for years. Shelby once claimed that he was offered $20M by a Japanese businessman and turned him down. He also said an Arab Sheik was willing to pay $25M for the car. While neither claim can be verified, that could well be the price when the hammer comes down in August.

Automobile auction houses receive fees from both buyers and sellers, normally around eight percent from a buyer. The seller of a premiere vehicle like this can negotiate the seller's fee but whatever it is, it is likely the sale will represent a substantial payday of more than $2M for the auction company. This is why, aside from the publicity generated by handling the sale, the choice of RM over BJ is such a stinging rebuke. You can almost hear Craig Jackson saying, "*After all we've done for Carroll Shelby and his Foundation...*" But as they say, at this level, it's not wiffle ball.

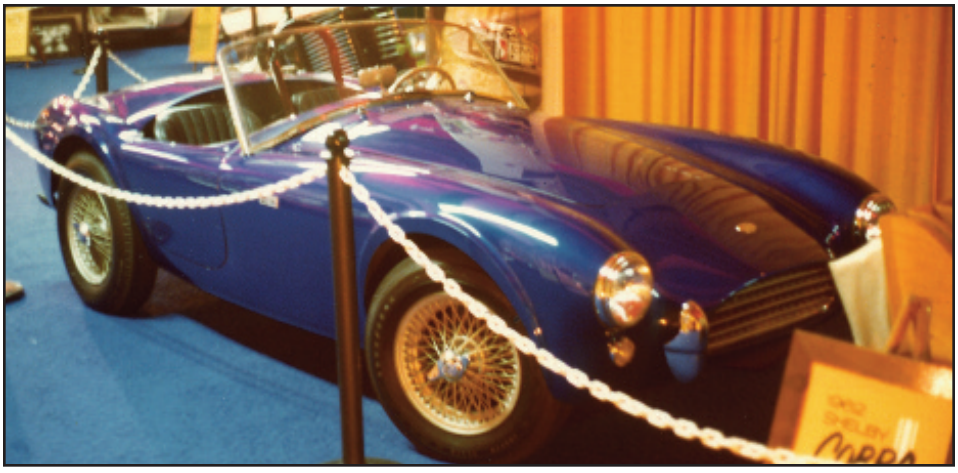
Sometime before the Cobra 50th Anniversary celebration at Shelby American, CSX2000 was repainted–against Shelby's desire not to have anything touched or replaced on the car. The upholstery on the original seats was coming apart and many other features were showing their age but Shelby thought of this as contributing to the car's patina. When he found out it had been repainted he was irate, but at that point he was too ill to do much about it. There was a change of management staff at SAI after that but there is no proof this incident was the cause. Most articles about the car refer to it as being "unrestored" but that is not really an accurate description.

Back in 1975, Robert Petersen opened a museum in Hollywood in what had been a two-story Cadillac dealership on Hollywood Boulevard. In it he displayed about 60 cars he and his wife had collected, most of which were either previously owned by celebrities or had been used in movies or television shows. Shelby and Petersen were long-time friends and he loaned Petersen CSX2000. Also in the museum was Mike Shoen's Daytona Coupe, CSX2602.

CSX3178

For the past few years the car was on display in Las Vegas at the Shelby American Heritage Collection which is a part of the company's headquarters and manufacturing facility. A more formal Shelby Museum was planned for Shelby's Gardena, California property but plans have kept changing due to internal disputes. Prior to the decision to liquidate the car, the plan was to move it back and forth between Las Vegas and Gardena. It has been on display for almost twenty-five years, beginning at the Imperial Palace's auto museum back in 1992 when Shelby began operating in Las Vegas. When his facility out near Las Vegas Motor Speedway was completed, the car was parked there. It was occasionally moved to Gardena where it was displayed or used in promotions.

RM Sotheby's did an admirable job of rolling out the publicity for the sale, starting near the end of June. Also going across the block will be Shelby's 427 Cobra, CSX3178. This car was originally shipped to Horn-Williams Ford in Dallas, Texas in March of 1966. Shelby is the only known owner. Originally black, the car was restored by Mike McCluskey in 1972 and painted Guardsman Blue with a single gold stripe. McCluskey also installed an automatic transmission. In 2002 the car was painted red.


CSX2000 at Petersen's Motorama Cars of the Stars museum in Hollywood in 1976.

Viewing everything that revolves around Shelby as a never-ending soap opera, nothing should surprise anyone. The auction press releases were barely out when another news release began making the rounds. A law suit by Cleo Shelby against the Foundation has been working its way through the courts and a hearing on a restraining order/injunction was announced for the very same day as the auction. Coincidence? Who's to say.

Ever since Shelby's death, Cleo Shelby has been accusing the Carroll Shelby Childrens Foundation, of which she was one of the three board of directors (Shelby and lawyer Neil Cummings were the other two) of financial mismanagement. She alleges that the Foundation is spending large amounts of money from its treasury while dispensing a tiny fraction for charitable causes – the very reason for the Foundation's existence.

Once this law suit was instituted, the Foundation's tax records started to be floated around [http://990s.foundationcenter.org/990_pdf_archive/954/954342625/954342625_20142_990.pdf?_ga=1.32373886.1716893947.1467645125] As soon as they were made public, donations diminished. Most of the income came from auctioning special models donated by Ford at Barrett-Jackson events. It will all come out eventually. We're guessing none of this will effect the auction. Stay tuned!

Idle Thoughts.

In the last issue we included some details about Jerry Seinfeld's Porsche collection and the fact that he was putting a few of them up for auction at Amelia Island. What especially caught our attention was Seinfeld's quote about his reason for selling some of his cars. "*...It's time to send some of them back into the world, for someone else to enjoy as I have.*" We thought that was a very nice way to put it, and it might provide some food for thought for those older SAAC members who have reported to us that they are wrestling with the "should-I-keep-it-or-should-I-sell-it" conundrum.

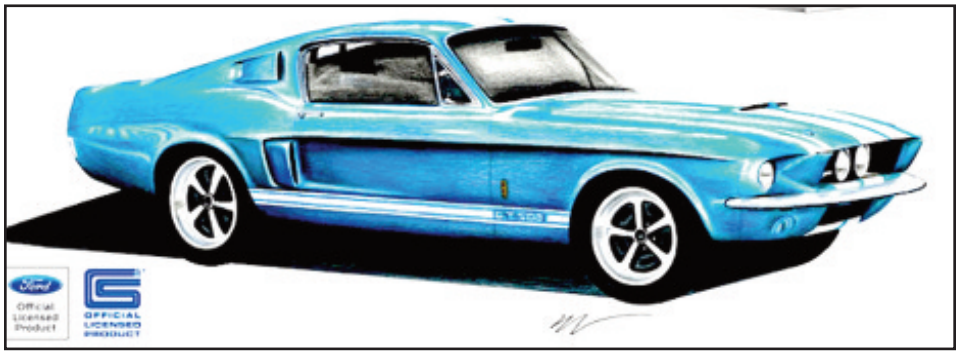
Seinfeld and one of his Porsches got five pages worth of ink back in the February, 2016 issue of *Sports Car Market*. The previous year he had purchased a 1958 Porsche Speedster at the Gooding Auction at Pebble Beach. The car was rather unremarkable. It had 99k miles and was an unrestored — and apparently unloved — daily driver. It was the polar opposite of the rest of Seinfeld's spic-and-span, restored show cars and he fell in love with it. He especially liked being able to jump into it and just drive it, without worrying about the car deteriorating. It was already deteriorated: it had minor surface rust, faded emblems and assorted scratches and dings which could be expected in a 100K-mile car. Despite these flaws, it was totally original.

Porsche expert Stephen Serio conducted an interview with Seinfeld in the magazine, and discussed his feelings for this particular car. It was obvious that, despite its pedestrian history and condition, being able to drive an original Speedster without worrying about depreciation or damage was something that Seinfeld found appealing. Especially so, after being surrounded by the rest of his collection of pristine Porsches which, the way they have been restored, are painful to drive.

GRAFFITI VANDAL

Another geriatric graffiti vandal is captured on camera, with a typical deer-in-the-headlights look, scribbling on the sail panel of a GT350 race car. This time it was at the airport vintage race in Fernandina Beach, Florida. We're not sure what is driving this obsession to tag these race cars, sometimes surreptitiously with no witnesses in sight but more and more frequently, it seems, arrogantly in broad daylight with disbelieving onlookers seemingly paralyzed with shock. One of these days someone will catch one of these perps and wrestle him to the ground and maybe then we'll find out what this is all about.

REVOLOGY REDUX



We're not keeping track of Revology's timeline but it looks like this is the third project in less than that many years. The first one was a '65 Mustang, followed by a '66 GT350. The cars start out with Dynacorn unibodies, outfitted with Ford crate motors and everything else is state-of-the art. They recently announced their third reproduction – a 1967 GT500, which will reportedly go on sale next summer. It will be powered by a 5-liter 435 horsepower "Coyote" V8, the same engine used in the current Mustang GT. With 1.7 times the power of the original GT500 and weighing 550 lbs. less than a modern Mustang GT the car should be a performer. Revology, based in Orlando, Florida has not released the final price but we're guessing it will be more than their '66 GT350 Revology model which was pegged at around $158K.

NESSE KEEPS BUSY

One of the most talented sculptors in today's automotive world is J. Paul Nesse. He created a series of large Shelby American-related pieces over the years, including a 427 Cobra, Daytona Coupe, R-Model and GT40. Now he's added a 289 FIA roadster to that list. For more info go to: **www.nessesculpture.com**

We totally understand this. Many present owners of perfectly-restored Cobras and Shelbys find it inconceivable that fifty years ago someone who purchased one of these cars actually used it as a it daily driver. Parked in the lot of a movie theater while he went inside to catch a film. Drove it in the rain or snow. Parked it in the driveway or out in the street at night. Treating it like...like...a *car*.

Imagine finding a Cobra or Shelby today, with 100k miles on it, which had not been abused but neither was it showered with gobs of TLC. Imagine driving it like it had been driven during the first year or two of its life – long before it appreciated and became a revered automotive icon. Imagine experiencing the essence of the car without having to worry about any downside from driving it. It would be like stepping into a time machine and traveling back to 1965.

It was a feeling that was totally foreign to a good number of other collectors whose commitment to their hobby and to the cars that captured their interest was more historical than anything else. Their goal was the pursuit of perfection in restoring the car flawlessly and then trying to maintain it in that condition for perpetuity. They were incapable of seeing Seinfeld's Speedster the same way he saw it.

In fact, later in that same issue of *SCM*, classic car collector Miles Collier took to his keyboard to author a counterpoint article, essentially stating that conserving an original car was sometimes preferable to totally restoring it. He accepted the fact that Seinfeld's Speedster could certainly be used as it had been intended to be used based on the desire of the owner, but he saw the car as a time capsule that would be better saved from further deterioration. He also thought it had been purchased for more than it was really worth.

Now, to the nut of this column (which you were probably wondering where it was heading and when

FEELIN' THE BERN

Hot rodders are known for their cars being continual works-in-progress. The longer they keep them, the more they continue to modify them. In some cases they are never "finished." Take this '32 Ford roadster, for example. It was Bernie Kretzschmar's ride in the early 1960s. It was originally powered by a Ford flathead but a Chevy V8 replaced it when he was active with the famous L.A. Roadsters hot rod club. The car was featured on the cover of *Rod and Custom* and when the surfing and beach blanket movies became popular and movie producers needed hot rods to be in their films, they contacted the L.A. Roadsters who were only too happy to supply members' cars. Kretzschmar drove this car to Shelby American in Venice when he applied for a job in 1964. When he went inside to find someone in personnel, most of the fabricators and mechanics went outside to have a look at his car. They gave it the "thumbs up" and he got the job, not necessarily in that order. The Deuce was his daily driver, powered by a Chevy V8 so he always kept the hood closed up. One day Shelby saw the car and its Firestone tires. He told Kretzschmar to get some Goodyears on it. Within a couple of days the car was wearing Goodyears – Cobra take-offs up front and a pair of large race tires in the rear that came from an R-Model. Kretzschmar has kept the car all these years, despite some healthy offers from collectors interested in historical street rods. He recently completed a retro move, swapping the Chev V8 for a flathead and changing the chrome reversed-rim wheels back to the wire wheels that he originally had on the car. The sixty-year-old black paint remains, polished and buffed and looking as good as ever.

COBRASKIN WALLET

Conventions seem to be an endless round of "Show and Tell." We can't recall who showed us an original (still in the box) Cobra wallet with a gold Cobra logo. Shelby gave these away around 1963-64. This one was never used.

it would get there): Seinfeld's Speedster generated a lot of feedback from *SCM* readers. The one letter to the editor we homed in on was from *SCM* contributor and Porsche expert Jim Schrager. His comments were Porsche specific but we saw them applying as much to Cobras and Shelbys, so we will paraphrase them without altering their sentiments.

Who owns your Cobra or Shelby? Do you? Or does your car own you? ...You can tell if your car owns you if you clean it so thoroughly that you actually don't want to drive it. Do you take it on a trailer everywhere it goes? Is your main connection with the car writing checks to others to work on it? Do you lose sleep about the way that front bumper doesn't quite fit where it meets the lower edge of the passenger's side front fender? Do you spend hours looking for NOS parts which might someday wear out on your car?

Do you live your life in fear of driving the car, that you might scratch the paint – or that a small, meaningless part will be judged to be improper? If so, your car owns you, and as Seinfeld famously said, "*Not that there is anything wrong with that.*" I am not here to judge your passion, simply to understand it.

If you have had a "perfect" Cobra or Shelby, most likely, it has owned you. The opposite of that is the heady allure of Seinfeld's latest acquisition. This is a car that he owns, which means he can drive it anywhere, anytime. He does not sweat the details; the car is what it is, and he's fine with that. He does not write huge checks to restore it to like-new condition. Instead he uses it. It's ok if there is some rust showing and that the emblems are tarnished. Those flaws open up wide horizons of pleasure for those willing to use a car for its intended purpose.

Some jerk opens his door into yours? It's just another ding in a car full of flaws, and it actually

MYSTERY PROGRAMME

Exactly where this photo of the cover of a 1968 Australian race programme came from remains a mystery to us. A lot of interesting stuff flies into our in-box and gets trapped there. And every once in a while we overlook making a note of who sent it, when and why. Nothing nefarious – it just happens sometimes.

We know that Surfers Paradise is a suburb within the City of Gold Coast in Queensland, Australia. It is the area's entertainment and tourism center. Surfers Paradise International Raceway, a 2-mile circuit, was opened in 1968. A drag strip was part of it. The circuit was closed in 1987. After years of neglect it was finally destroyed in 2003 and was reconfigured as a real estate development.

WE'LL DRINK TO THAT

The Palm Springs Road Races on the weekend of November 16-17-18, 1990 were actually a tribute to Carroll Shelby. The vintage event was a revival of the Palm Springs races of the 1950s and 1960s where sports cars competed on a circuit laid out at the Palm Springs airport. Needless to say, there was some partying involved back then, sprinkled with Hollywood starlets and leading men.

As vintage racing gained popularity in the late 1980s, it was thought that an event at Palm Springs would be a popular venue with a link to the past. A road course was laid out using city streets with paddock areas occupying a couple of the larger hotels' parking lots.

The highlight of the weekend was a dinner and "Tribute to Carroll Shelby" which turned out be little more than a roast, as a seeming never-ending line of well-lubricated former drivers and Shelby American crew members took to the podium to tell a few memorable stories about 'Ol Shel. Shelby was in excellent spirits, having had a successful heart transplant only six months before. In fact, Dan Gurney brought the house down when he

referred to Shelby's transplant. He said they originally had trouble finding an acceptable donor so they used the heart of an old goat.

Bottles of wine, specially labeled and presented in wooden boxes with the event's logo burned into the top, were available at the event. The reason why we bring this up is that we recently received an email from Bob Shaw advising us that several presentation boxes with unopened wine in them were available from someone who was apparently thinning out a collection of memorabilia. It makes little sense to provide contact information at this point because the few boxes that were available are certainly now long gone, having moved on into the hands of new collectors.

doesn't matter at all. Some of the carpet is coming up. Yeah, so what?

The idea of owning a car like this is so freeing, so enjoyable, so basic, that it puts collector car ownership in a whole new light. Drive it, it's fine. To the lake, to the ice cream stand, to the mall to buy socks. As you drive, instead of onlookers thinking, "*There's another rich guy showing off,*" people think, "*How neat that he still loves to drive that old beat up rat, a car he's probably owned forever.*" You own it, it doesn't own you, so have a ball with it.

Food for thought.

Are the Cars & Coffee shows being held all over the country a relatively new phenomena? Apparently it began in 2003 when a handful of car enthusiasts brought their cars to a community parking lot at Crystal Cove Promenade in Newport Beach, California on a Saturday morning. Word quickly spread and the get-togethers got larger and larger, to the point where they outgrew the parking lot where it all began.

It was an informal, spontaneous gathering where no one was in charge. And that was the rub: the management of the property became worried that it had become too large and was creating problems for local merchants. But there was no single leader or sponsor to deal with. So the cars were no longer welcome and were forced to move to a larger parking area. They found a large lot owned by the Mazda Corporation and shared with a Taco Bell in nearby Irvine.

Word spread quickly, mostly via pictures sent on the Internet, and soon Cars & Coffee "meets" were popping up across the country on Saturday mornings. This was yet one more automotive trend that began in Southern California.

Or was it?

THE COBRA LIVES RENT-FREE IN SOME PEOPLE'S MINDS

Psychologists could have a field day with the Cobra because it is an automotive Rorschach test. Any vehicle that looks, even remotely, like the iconic Cobra roadster brings immediate comparisons by some people. It's almost like they can't help themselves. Take this item in *Hemmings Daily* Internet newsletter (April 15, 2016 at 7 a.m.). Editor Daniel Strohl writes, *"What if Carroll Shelby had the ear not of Henry Ford II but of his father, Edsel Ford? And what if sports cars became a phenomenon in the United States not after World War II but before?"*

The "What If" analogy can be extended out to infinity, sometimes getting to the point where it becomes nonsensical. It's a harmless pursuit, of course, but does it accomplish anything other than wasting time? We doubt it. It's indulgently called "bench racing" in the automotive hobby. We bear no ill will to Strohl, who is merely trying to generate a story about this car, but c'mon – does an MGA with bulging front fenders and a roundish grille really resemble a Cobra?

The car is a one-off custom created by hot rodder Paul Normand of Rochester, New Hampshire. Normand claims he wasn't really inspired by Carroll Shelby's sports car as he was by another Ford-powered two-seater, the Yankee Doodle Roadster built in West Hollywood, California by Rudy Stoessel in 1940. Normand started with a 1956 MGA and added 1939 Ford front fenders. He mounted the body on an aftermarket Cobra chassis and fitted with Corvette independent front suspension and a coil-over Chevy S-10 rear axle. It is powered by a 221-cubic-inch Ford flathead with dual carburetors backed by a three-speed transmission.

The car found a buyer almost as soon as it was finished. Normand only drove it to the end of his driveway and back before a buyer scooped it up. "*I never called it a Cobra*," he said, "*But the guy who bought it from me called it that.*" No doubt his vision was temporarily impaired by the stars in his eyes; the word Cobra can do that.

The infatuation apparently didn't last long because the car went to the Houston Classic Auction on April 23. In the auction catalog it was listed as a 1939 Ford V-8 "Cobra" Roadster. It's not surprising the Cobra name was invoked: how much attention would it have attracted described as a 1956 MGA? It sold for $22K, something less than the pre-auction estimate of $30K-$40K.

Rudy Stoessel's Yankee Doodle Roadster.

Actually, we recall starting something similar in SAAC back around 1978 or so. We called it a "No Nothing Meet" and it was in response to the trend within the club where regional meets had become more and more complicated because regional leaders and/or event committees had been seduced by the kind of enthusiasm they had seen at SAAC's national conventions. They sought to make these local events a type of "mini-convention" and tried to include everything that annual conventions had: a large headquarters hotel that had a large parking area, a car show with trophies, an evening dinner and program with guest speakers and goodies like t-shirts and dash plaques.

Naturally, this took a lot of advanced planning, preparation and promotion. A registration was required (pre-registration to collect fees in advance to help offset expenses which had to be paid for in ahead of time and also to provide event organizers with a rough idea of how many participants they could expect, as well as a staffed registration table at the event). These regional leaders discovered that this level of event required a lot of work and in many cases after putting one or more weekend events on, it was more than they wanted to commit to. The number began to decrease.

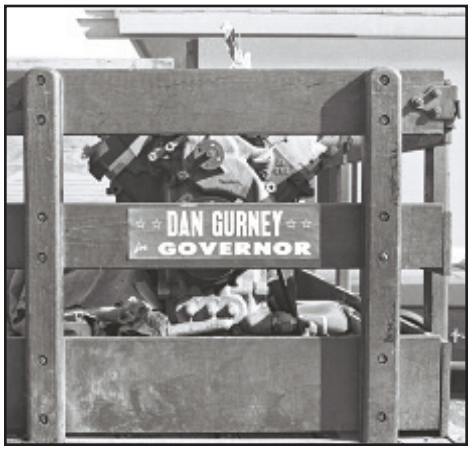
SAAC suggested a simple alternative to these large regionals weekend events, which we dubbed the "No-Nothing Meet." Basically, someone (usually a regional officer, but not necessarily) chose a date and location and put the word out. Weather permitting, whoever wanted to go, would. There were no registration fees, no t-shirts, no dash plaques, no car show, no trophies, no catered meal, no staff in charge of running things and no rain date. *No nothing*. Just bring your car, show up, look around and socialize. Kind of like, now that we think of it, Cars & Coffee.

AND THE WINNER IS...

Someone who will be announced on December 10, 2016 at the Shelby American Collection in Boulder, Colorado. The car in this year's drawing contest is a 2016 Shelby GT350, chassis #G2265, Magnetic Gray with the track package. It is loaded with every GT350 bell and whistle and tickets are $25 for two (with one bonus ticket) all the way to 80 tickets for $1,000 (with 120 bonus tickets), with five other increments between them. The non-profit museum uses the drawing as a fund-raiser and by purchasing tickets you are, in effect, contributing to the museum. And if you are lucky, you will get to drive a new GT350 home from Boulder. **https://shelbyamericancollection.tapkat.org/win2016shelbygt350/**

GOVERNOR GURNEY

Long before California elected Arnold the Governator, there was a small group backing Dan Gurney. This picture of a Shelby American truck [*right*] was taken in October of 1966. Note: this campaign should not be confused with the original Gurney for President campaign, started by *Car and Driver* editor David E. Davis Jr.



which began in that magazine's May, 1964 issue. The automotive segment of the electorate turned out not to be quite as large as imagined and the Gurney campaign never caught fire.

GOT SOME EXTRA TIME ON YOUR HANDS ? THE REVS DIGITAL LIBRARY IS WAITING

For starters, how about browsing a file consisting of 1,559 period photos of Cobras and Shelbys? That's where we saw this photo of Dan Gerber's 5R099. He painted it red in 1966.

Sports car collector Miles Collier, scion of a family estimated by *Forbes* magazine to be worth north of $2.3 billion, is the grandson of a New York advertising magnate who, in the 1920s, owned 1.3 million acres of prime property along Florida's southwest coast, where Naples and surrounding Collier County stand today.

Miles Collier's father and uncle (Miles and Sam, respectively) were automobile enthusiasts in the 1930s and founded the Automobile Racing Club of America which later became the Sports Car Club of America. The younger Miles grew up interested in cars and racing and competed, himself, from the late 60s through the late 1980s. He founded the Collier Automobile Museum in Naples, Florida in part to house his growing collection of historical automobiles.

The museum was opened to not only display the cars it housed but as a center for research. However, they discovered that the museum portion was keeping a lot of research from being done, so it was closed to the public until they could reestablish its primary mission: to promote interest in the automobile as the single most important technological object of the 20th century. They lost track of time and the closing lasted twenty years. It reopened as the Revs Institute (Researching the Evolution of Vehicles in Society); the museum is open three days a week and the other days are reserved for actual research.

5R102 driven by Ron Dykes at Vacaville, California, September 11, 1966.

One of Collier's goals was to change the way colleges and universities saw the role of the automobile. As Collier described it, "*The automobile is an agent of social change; an important technological object of the 20th century and a lens through which to view the trajectory of modernity.*"

Collier approached four premier private research universities in the U.S. with the possibility of teaming up. All of the schools expressed interest and he ended up selecting Stanford. "*They are preeminent in the humanities and in the engineering sciences,*" Collier said, "*and they come from the land of the automobile, California.*" Stanford has its own automotive studies department and a strong computer sciences department, which is digitizing all of the periodicals, photos and books Collier has collected and is adding them to its existing collection.

To visit the Revs Digital Library, you should make sure you have a lot of free time because you will be spending more of it than you can possibly realize. The photos come from different sources and because many were taken by amateurs, they have rarely been seen before. That is precisely what makes them so interesting.

https://revslib.stanford.edu/?q=shelby&search_match=any&utf8=%e2%9C%93

– Curt Vogt

I was in high school in 1975 when I saw my first Shelby. It was an Acapulco Blue 1967 GT500 with tuck-and-roll upholstery and a 427 engine with a roller cam. At the time it was painted gold and one of the first things you saw when it came down the road were the Doug Thorley headers which hung down and wrapped under the oil pan. The car was two towns over and was already a local legend when I was in high school. It was a street racer and was the fastest car around. It ran 5.13 gears with a Detroit Locker with slicks and was the first car I ever saw that could pull the front wheels off the ground. The guy who owned it was a mechanic at a local shop and bus driver for the high school I was attending. My older brother eventually bought a '67 GT390 Mustang from him.

I lost contact with the car for several years but then one day it was sitting under a tree at the edge of a road a few miles away with a "For Sale" sign on the windshield. Before I could it was sold. I was familiar with the guy who bought it. With big dreams he eagerly tore it apart but eventually ran out of both enthusiasm and money. To pay for some of the needed work the 427 engine was sold and a tired 289 was dropped in to keep the car mobile. I have no idea what happened to the 427 engine..

The car also got a cheapo MAACO paint job and was then purchased by a guy who worked at a local Honda motorcycle dealership. When he got tired of the project in 1983, I committed to buy the car. The serial number was #67400F0A02394 and that didn't mean much at the time, except to prove it was a real Shelby. At that time I was a newlywed and already owned two Shelbys – a '65 and a '68 KR convertible. I had taken possession of the GT500 but had yet to pay for it. Before I could come up with the money (which wasn't all that much) the seller took it back and sold it to someone else. In 1988, while following up a lead on a '67 GT500 for sale, the car surfaced again. It was still a partially-disassembled project car and I couldn't help myself. I bought it again.

I've had it ever since, collecting parts here and there, and sitting in the back of my shop with a lot of other projects and cars ahead of it in line. The body is now more or less complete but I'm torn between restoring back to original specifications or putting it back the way I remembered it from high school. I have a 427 I could drop in and the original tuck-and-roll interior would be easy to get done. I was thinking of maybe a twin-Paxton set-up, but since I've already done that to a customer's car it's not much of a challenge. I could massage the shock towers and squeeze in a 427 SOHC that I have laying around not doing anything.

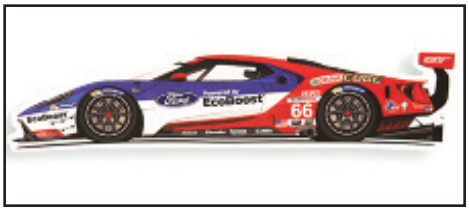
Since this car is never going to leave my hands again this project presently has a low priority. There's a lot of stuff ahead of it but after all this time I'll never sell it because it was the Holy Grail to me in high school. Eventually I'll probably give it to my son. It's been through a half dozen owners since 1973 but it's never been more than 30 miles away.

#2394 waits in limbo while Vogt tries to decide if the car should be put back to original or recreated as the 427 street racer it was when he first saw it.

Jeff Burgy's

FORD GT CORNER

We've been wondering when Ford would be bringing out a line of 2016 Ford GT merchandise. We got an e-blast from their website in April showing 14 items, including six different t-shirts, a hat, a ceramic mug and a decal. We have to say that we were underwhelmed. We expected more in the way of graphics because as nice as the car is, the shirts were just not very inspiring. Don't take our word for it – judge for yourself. The website is: **www.fordclubmerchandise.com**



The Ford GT decal is something you might want to put on your refrigerator out in your garage. It's 9 3/4˝ x 2 5/16˝ and will cost you seven bucks.

Two '06 Ford GTs in Gulf Heritage livery went across the block at the Barrett-Jackson auction in West Palm Beach, Florida the first weekend in April. One was advertised with 2.7 miles (the other had 3K miles) and we were naturally curious to know what a virtually no-mileage GT would sell for. The 2.7-mile car [*pictured at the right*] fetched $425K and that generated a couple of questions. We turned to Ford GT Registrar Jeff Burgy for the answers.

A mileage of 2.7 is barely more than moving the car through production, putting it on the transporter and moving it around the dealership. Was that the lowest mileage GT in Burgy's registry? Not quite. The lowest one he knew about was another '06 Heritage model that was sold with a miniscule 1.7 miles. Another Heritage was sold with 1.8 miles.

What was the top price paid, so far, for a GT? That would be $510K (not including premiums) for an '06 Heritage with 100 miles at the Mecum auction in Monterey in August '14.

The next highest price paid was $475K (plus premiums) for a Heritage with 5,718 miles at Barrett-Jackson in January, 2016.

There would seem to be no direct correlation between low mileage and high price. However, it is obvious that the Gulf Heritage editions, a $13K option when the cars were new, now bring $50K-$75K over other colors. Only 343 Heritage models were made and more of them in "wrapper" condition have been purchased by collectors than any of the other colors.

Both of these cars were Canadian builds (extra reinforced front bumper and an extension piece on the rear bumper) which usually sell for slightly less than US built cars. So, it's really hard to predict prices in advance.

The Texas Mile is a top speed competition event held in March and October each year, at the Chase Field Industrial Complex in Beeville, Texas. Cars run, one at a time, down the mile-and-a-half course and are timed through a standing mile on this former U.S. Navy base airfield. Over 250 sports cars, trucks, concept cars and motorcycles compete for top speed in 130 mph, 160 mph, 190 mph and 200+ mph classes. They are, essentially, vying for bragging rights.

The fastest car for the past few years has been a 2006 Ford GT prepared by M2K Motorsports of Fulshear, Texas and driven by one of M2K's partners, Mark Heidaker. He was inspired by a fellow Texan, Ray Hoffman, who ran 222.2mph with his yellow 2006 twin-turbo GT in 2007. At that time the car was described, accurately, as "*The fastest Ford GT on the planet.*" Unfortunately, Hoffman perished in a small plane crash outside of Abilene, Texas in February 2014.

Heidaker started out with a goal of 235mph. On his first Texas Mile in 2012, he ran 257.7mph and set a new record. After that, M2K has continually pushed the record from 257.7 through, six attempts later (each one pushing the number up a few mph), to this year's 279.9. M2K's goal is 300mph and at those speeds they have to fight for each tiny speed increment. The transmission appears to be the present weak link and Hoosier, which supplies the tires, claims they have no method of testing at those speeds.

Here's another interesting detail: instead of painting the car in different liveries for subsequent attempts, they use a vinyl wrap just like NASCAR.

M2K estimates their car's rear-wheel horsepower at 2,350 at 39psi boost. All this is likely to make your eyes glaze over because the average enthusiast cannot fathom top fuel dragster-style horsepower ratings.

However, here's one take-away to keep in mind: this car has a completely stock exterior. No wing, spoilers or stabilizing fins. The factory aerodynamics, in stock form, need no improving. To say Ford's designers and engineers "got it right" is a gross understatement.

DUELING GTs

The Texas Mile is not the only measured mile speed record. A 15,000-foot runway at the Kennedy Space Center on Merritt Island, Florida is also the site of record attempts. Ford GT owner Johnny Bohmer, owner of Performance Power Racing in West Palm Beach, Florida, strapped himself into his 1,700+ horsepower GT on October 19, 2012 and entered the Guinness Book of World Records for setting the standing mile speed record at 283.232mph.

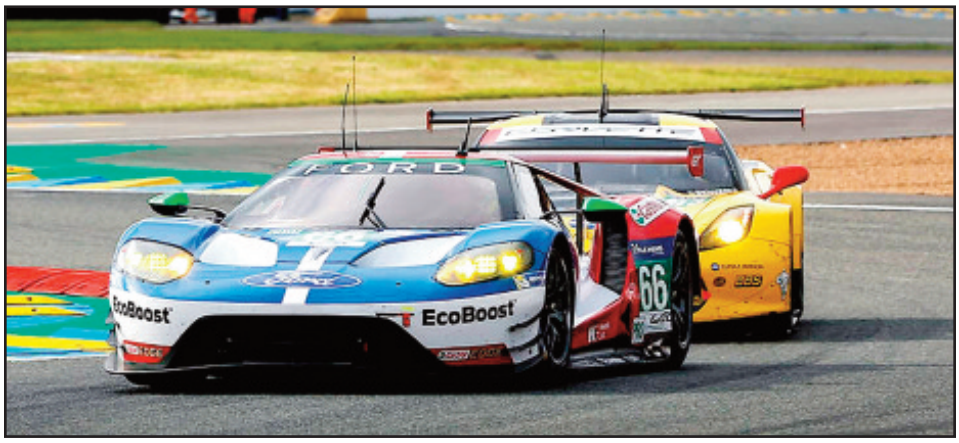
Bohmer was also aiming at the magic 300mph and about a year ago he claimed to have hit 290mph but had to fight 25mph cross winds so the three century mark eluded him. However, many Ford GT cognoscenti are skeptical of Bohmer's claim. He does not compete in other events like the Texas Mile or Mojave Mile. Instead he prefers to make his runs at the Kennedy Space Center, by himself, with no other participants present. He does, however, manage to get the Guinness folks to witness his attempts.

It's only a matter of time before the triple-century mark is crossed. And when it is, there is always the 301mph mark, and plenty of numbers after that. Intriguing stuff!

FORD WINS LEMANS!

Ford beat Ferrari at LeMans in 1966 and fifty years later the Prancing Horse of Maranello was bitch-slapped again by the Blue Oval of Dearborn. It was quite a historic feat, which, we're sure, will be written about for the rest of the year by automotive writers across this country. And probably throughout the world.

The FIA World Endurance Championship consists of nine events, each at a track in a different country. The series begins in April and runs through November, with roughly one race a month. LeMans is the third on the schedule. There are four different classes: LeMans Prototype 1 is the top class, open to independent private teams (unsupported by manufacturers except for engines) either as hybrids (with an energy recovery system) or without the ERS); LeMans Prototype 2 (unsupported by manufacturers in any way); LeMans Grand Touring Endurance, production sports cars driven by professional drivers (LMGTE-PRO); and a second class (LMGTE-AM) for production cars driven by amateurs.



Four Ford GTs competed in the third class, LMGTE-PRO, and while not winning overall (they were never expected to), they finished 18th, 20th, 21st and 40th overall; first, third, fourth and ninth in class. The top-finishing Ferrari in the pro class was in the middle of the Fords, finishing 2nd. Five other Ferraris, all in the amateur class, finished 26th, 27th, 30th, 35th and 44th. LeMans was also a Ford vs. Corvette clash but not much of one. The top finishing Corvettes were amateur class entries; they were 37th and 39th overall. The only pro Corvette dropped out after 15 laps. Sixty cars started the race but only 44 were running at the finish.

The four Ford GTs were entered under the banner of Chip Ganassi Racing, a mega-team that campaigns cars in the IndyCar Series, NASCAR, United SportsCar Championship GrandAm road racing series and the Global RallyCross Championship.
It's no surprise that Ford tapped them to race the new Ford GTs in the FIA World Endurance Championship and in the IMSA WeatherTech Sports Car Championship.

LET GO OF MY LEGO

Ford GT fever has touched almost everyone as the 24 Hours of LeMans approached. Lego master builder Pascal Lenhard constructed a pair of Ford GTs in 1:3 scale from 40,000 Legos.

Both cars went on display at the Sarth circuit during the week of the event and were accurate right down to the badges, stickers and graphics which were also made out of Lego bricks.

NEW ROUTE 66 CAR MUSEUM

There was a time when a news story like this would raise our adrenalin and make us spring into action to try to discover the Cobra's serial number. That was then; this is now. The odds are the car is a CSX4000 or Kirkham and not a CSX3000 car. "*Not,*" as Jerry Seinfeld would say, "*there's anything wrong with that.*" The museum, according to an item in the *Hemmings Daily* blog, opened in Springfield, Missouri on June 15. The cars are owned by collector Guy Mace, who has hard a hard time parting with some of his 68 cars. Now he doesn't have to.

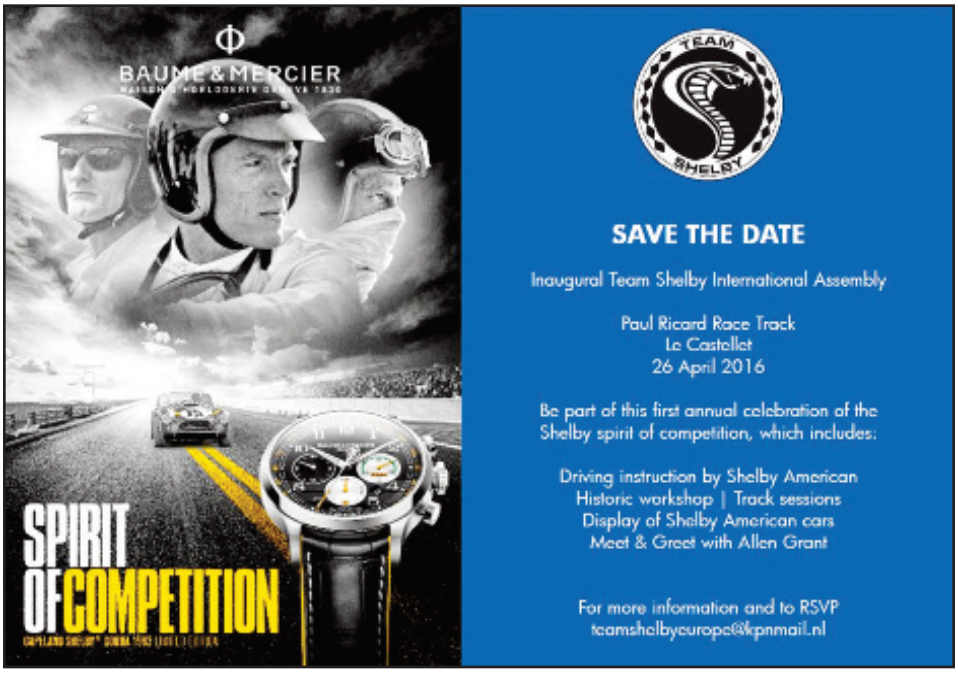
ISN'T THIS ABOUT WHAT YOU'D EXPECT IF YOU OWNED A COBRA ?

We don't know much about "Gentleman Car" other than it is an exotic car dealership in Melen, Belgium. They send us unsolicited emails from time to time, and since they usually contain images of Cobras or GT40s, we're happy to give them a look. It's like passing by a motel room window when the curtains are open and somebody inside is prancing around naked (or semi-naked): you can't help not looking. When we saw this photo, the first thing we thought was that it was about what we'd expect with a Cobra. Over the years they have acquired the reputation of being chick magnets. Is that true or just an illusion? Sometimes it's hard to tell but photos like this don't make that any easier.

SAAC ARIZONA REGION RESUSCITATED

Jim Lange of Phoenix, Arizona has stepped forward to bring back SAAC's Arizona region. The new logo at the left is an exciting one as SAAC regions go. The state is lucky to have excellent driving weather twelve months out of the year, although it does get hot enough in the summer months to worry any big block owner. Lange is working to build an excellent relationship with the City of Phoenix's economic development team and is looking at a major winter or early spring event downtown at the Phoenix Civic Center, probably with a tie-in to the Bob Bondurant School and track. Could there also be a possible connection with the Scottsdale auctions? Rule nothing out. Info: **sfm5022@aol.com**

TEAM SHELBY GOES INTERNATIONAL



Well, sort of. This notice arrived by email, informing us of a Team Shelby International Assembly to be held at the Circuit Paul Ricard, a road course near Marseille, in southern France. The email was from the new official Director of Team Shelby Europe, who is listed on TS's website only as "Patrick." Allen Grant, Cobra team driver, was announced as a special guest. We began imagining a bumper-to-bumper parade lap of new Shelbys until we read a little further and discovered that this inaugural event was open only to vintage Shelbys and Cobras. "*Due to the late announcement it was not possible to allow late model Shelbys, but we are working on that for future events.*" The event was held on April 26, so we will keep our ear to the ground for reports and photos.

BROCK IN FORBES

We don't normally read *Forbes* magazine so we're indebted to SAAC member Duane Carling who sent us this brief article about Peter Brock. Written by Mark Ewing, the piece was titled, "800 Miles In The 2017 Ford Shelby GT350 Mustang: A Raucous Muscle Car For Everyman." The article began, "*Over dinner Pete Brock mentioned that his colleagues from the early days when Shelby American was based in Venice, California, are ramping up to build a series of "new" 1965 Mustang fastbacks. Known as the "Original Venice Crew," they will use Chinese-stamped but U.S.-assembled reproduction bodies.*" The story went on to describe, mistakenly, that "*Shelby engineers developed a prototype independent rear suspension, whick if adopted would have changed the engineering and brand trajectory of the Mustang, but Ford bean counters of the time spiked it.*"

The Mustang IRS was actually designed and engineered by the folks back at Ford. A Mustang equipped with an IRS was sent out to Shelby American for testing. [*See separate article elsewhere in this issue.*]

Writer Ewing was driving a new 2017 GT350 and stopped by to visit Brock at his shop in Henderson, Nevada to talk about the IRS both cars shared. One of his takeaways was that the Original Venice Crew was planning to build reproduction '65 GT350s using Dynacorn bodies with IRS suspensions. These cars would be covered by the new federal laws which allow small manufacturers to build a maximum of 200 turn-key cars a year. This means the cars will have to be powered by currently certified crate motors. It remains to be seen if that many buyers will line up to buy one of these cars, but we wish them well.

What did catch our attention was a caption to the above photo that noted Brock was 80 years old. Yikes! We continue to see him as a perpetual 60 year-old kid.

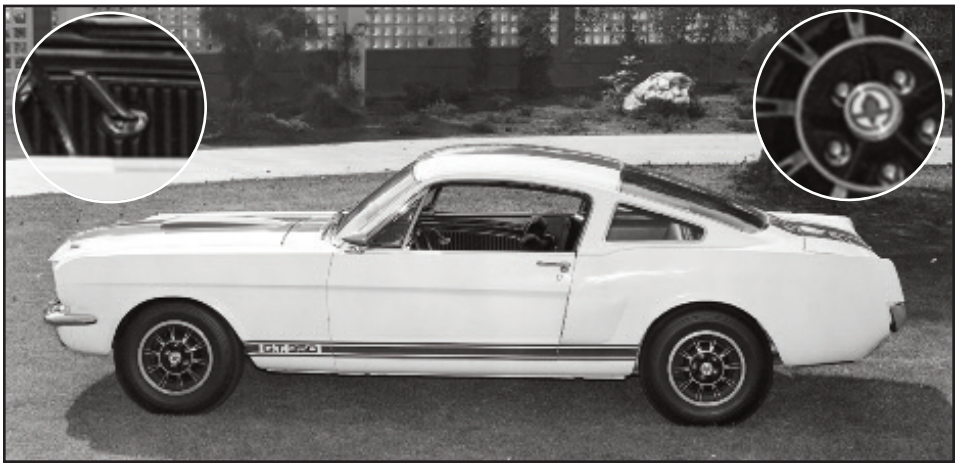
CONTINUING HERTZ UNCERTAINTIES

After fifty years you'd think all of the questions would be answered about Shelbys, but that's just wishful thinking. For example, we know there were 1001 GT350 Hertz cars: two prototypes and 999 production models. We know that the two prototypes were shown to Hertz executives with 15˝ Shelby Cragar wheels because the Hertz contract was not yet signed and the Magnum 500 wheels had not yet been sourced.

As soon as Hertz executives approved the GT350H program, Shelby's public relations department swung into action. Photos were needed for press releases but since no GT350H models had yet been produced, two hand-built mock-ups were made using white Mustang GTs – because '65 GT350s did not have a five-dial GT dash. Shelby American paperwork with serial numbers identifying these cars would have been nice, no such documentation has been found.

A mocked-up 1966 GT350 was used for photography for press photos [*pictured below*]. This car was outfitted with 14˝ cast aluminum wheels, which would eventually become optional. The plastic "CS" center caps were not yet available so caps were fabricated using Cobra nose badges. The centers of the ten-spoke wheels were painted black with polished highlights. If this was ever considered for production it was likely rejected as being too labor-intensive. These unique wheels were used on the photography car. The same car was used for the "bib overalls" ad. One inexplicable feature on this car was the Pony interior door handles; the rest of the interior has no Pony features.

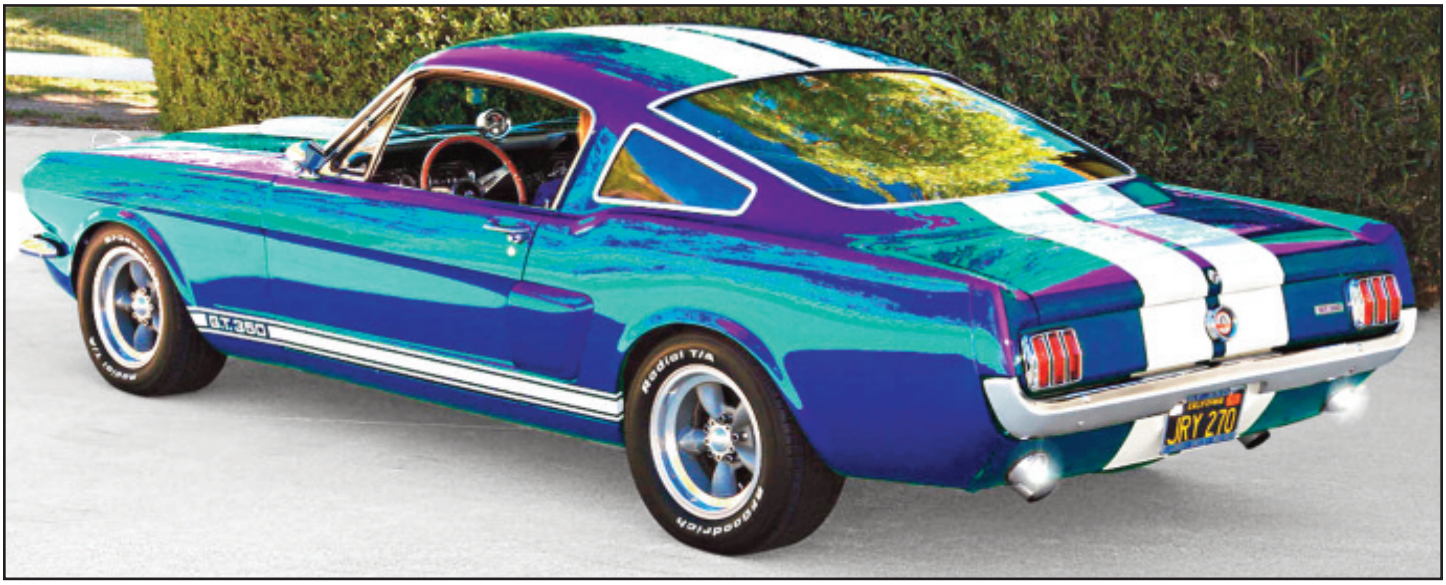
When photos were needed of a Hertz model prior to actual Hertz production, the same mocked-up car was very likely used, identifiable by the unique wheels. Shelby American had a department called "Show Car" at West Imperial Highway, which was able to change the color of cars used for Ford PR photos. They utilized special paint which could be stripped off using a high-pressure air gun, so if Ford wanted a blue car they could temporarily repaint a red one for a photo shoot. While it is not known if this is how a black and gold GT350 Hertz was created for PR photos, it is a logical explanation. Also of note: all production Hertz models had radios and, hence, antennas – which this car lacks.



TRAILER? WE DON'T NEED NO STINKIN' TRAILER

Bill Miller of Arvada, Colorado owns a number of Shelby records that will never be beaten. His Hertz car, 6S1642, originally saw service at the Denver airport. In fact, it has never had an owner outside of Colorado. Miller is the fifth owner, having purchasing it in 1981. At that time it had 106,750 miles on the odometer. Miller had the engine rebuilt by the legendary Mike Dopudja, who has prepared many winning vintage cars in Colorado. The car has a highly-modified C-4 automatic. That makes it easier for Miller, who is about to turn 83 years of age. He is usually the oldest driver in any field he races in. He began running the car in open tracks and vintage races in the Colorado area, but has driven the car to SAAC-7 (Great Gorge, New Jersey), SAAC-9 (Anaheim, California) and SAAC-32 (Miller Motorsports Park, Tooele, Utah). He has never owned a trailer; the car is driven to every event and back home again. That, in itself, is some kind of a record. As of June of this year, Miller has competed in 126 vintage races and 113 open track events with five more on this summer's schedule. He figures the car has competed in more than 750 separate races or practice sessions, and it presently has 221,000 miles on it. If you started vintage racing your car today, and competed in 6 events a year for the next 35 consecutive years, that would be 2051 and you still wouldn't come close to Bill Miller and 6S1642's record. Our suggestion: choose some other record to attempt to break.

APRIL FOOL'S PRANK ?



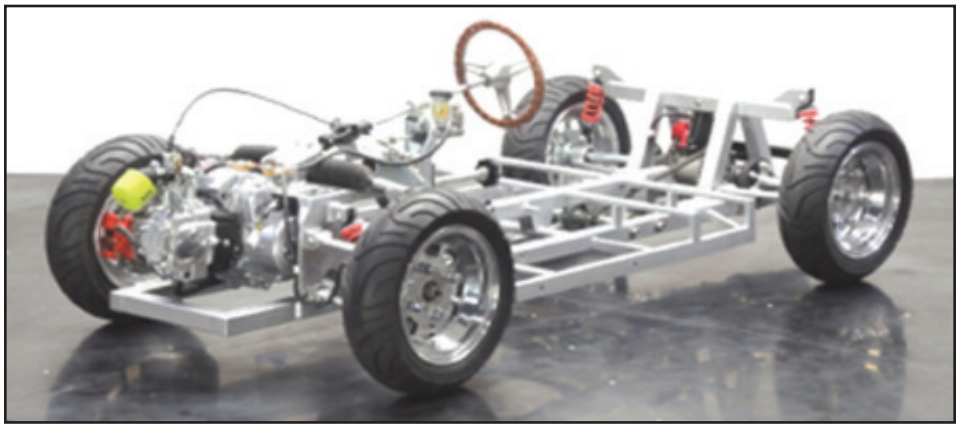
Between the end of March and the beginning of April we are especially skeptical of any photo and/or story that might sound a little "off." We should know, because we have engaged in our share of April Fool's tomfoolery over the years. We officially retired after our 2011 effort because we knew we could never top it.

We're still amused when others take a run at hoaxing whoever might read what they've written. With the Internet they are able to reach a lot more potential suckers than in the old days. We saw the above picture on SAAC member Curt Scott's **www.cobracountry.com** website. He tried to convince his readers that the '66 GT350 (6S929) pictured had received a trick $12,000 paint job that was, "*Glasurit Mystique bluish paint that transmogrifies to aquas and rossas (and countless other entertaining hues as angles of light change). You should see it at sunset.*" We have to congratulate him on some intense Photoshop work.

CHRISTMAS IS AROUND THE CORNER, GRAMPS

Here's the ultimate Christmas present for your grandkids. It's a serious miniature hand-built Cobra constructed on a jig-built steel box section chassis with four-wheel independent suspension made with aluminum front hubs and stub axles, steel real hubs and rubber donut half-shafts. The car has vented disc brakes with dual-piston Brembo calipers, a hydraulic two-part master cylinder and rack-and-pinion steering. Power is by a single-cylinder 110cc air-cooled four-stroke engine backed by a three-speed semi-auto gear box and a chain-drive limited slip rear. It has 10-inch billet aluminum wheels and a 12-volt electrical system with electric start. The body is composite glass reinforced plastic. Curb weight is 214 lbs. The standard model is claimed in the website to be able to top 44 mph and owner-tuned versions are evidently capable of 80 mph (although you'd never get us to confirm that by personal experience). Did we leave anything out? Oh yeah, the cost: $17,500 in the color of your choice. If that doesn't chase you away, more details are available from :

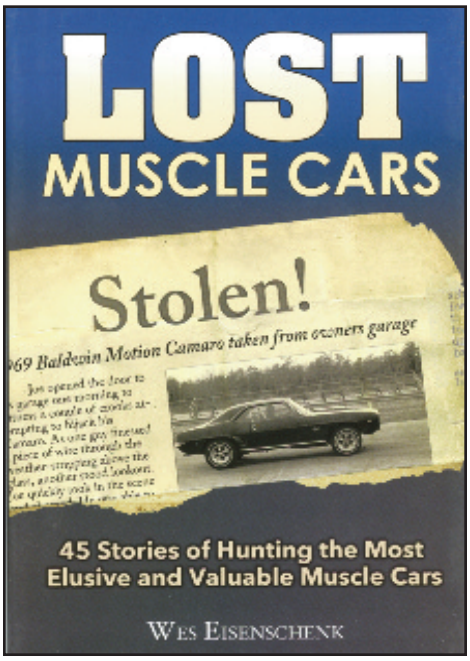
www.autosportoriginals.com



PAGING... DR. TIMOTHY LEARY

This photo was used in an Iconoc Parts ad in a recent issue of *Grassroots Motorsports*. We'll admit we had to look at it for a while before we realized it was, in fact, a Cobra. It was a replica, of course, and it's one of the reasons why we like replicas so much – because you would never see an original Cobra look like this unless... you were dropping acid.

SHELBY AMERICANA



LOST MUSCLE CARS *by Wes Eisenschenk. 6 1/4˝ x 9 1/4˝ hardcover; 240 pages, 90 color photos, 49 black & white. Published by Car Tech, Forest Lake, MN. wwwcartechbooks.com $26.95*

The term "automotive archeology" seems to have been coined about a dozen years ago, around the time that "barn find" entered the automotive enthusiast's lexicon. This coincided with a noticeable jump in prices of collectible cars, which some have attributed to the arrival of televised auctions on cable TV, notably Barrett-Jackson in Scottsdale, Arizona. They are all interconnected, although which came first and led to the others is a chicken-and-the-egg question.

Finding a long-forgotten car in a barn is one of the Holy Grails that car enthusiasts search for. Initially one of the motives is, certainly, the idea of being able to find an abandoned car, ideally with low mileage and not picked clean of significant parts, and buy it at a bargain basement price.

Another aspect is the thrill of the hunt, only occasionally followed by the pleasure of the kill. More often than not the search leads to a dry hole. This only motivates the dedicated detective to continue, and stories of close calls and dead ends are sometimes as interesting as finding a car itself. And finding it is no guarantee of anything. Neglected and forgotten cars can often turn out to be virtually worthless and serve as little more than a thinning of the herd. One less treasure to be discovered.

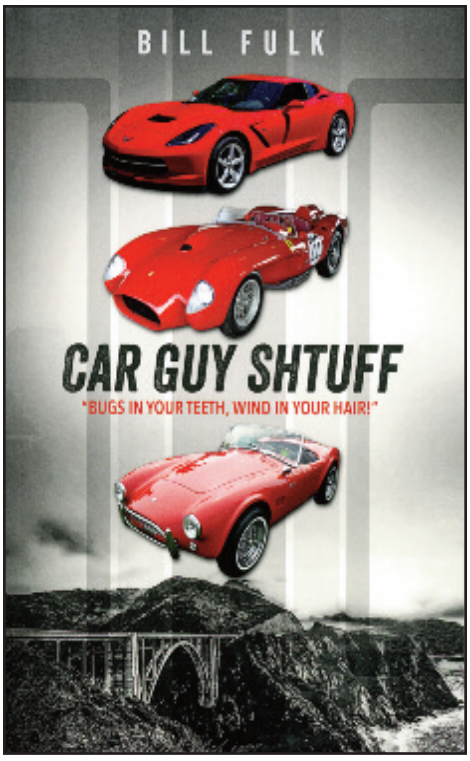
Not all barn finds are created equal. There is a hierarchy which values the aforementioned low mileage, condition and rarity. Up near the top of the scale are race cars, prototype or show cars, muscle cars, cars with unique history or that have had celebrity owners. Stories about "lost" cars are always of interest to auto enthusiasts and are eagerly read in car magazines and on Internet websites and blogs. They also provide material for books. Like this one.

Wes Eisenschenk has collected forty-five stories about, as the book's subtitle says, "the most elusive and valuable muscle cars." Not all of them have been found, which provides hope for the dreamers among us. The book is divided into four sections: concept/promo/prototype muscle, rare muscle cars, race cars and celebrity-owned muscle cars. Eisenschenk has not personally engaged in all of these searches, but has combined stories from a number of others to form the body of this book. It makes for a very fascinating read, even if, as a Shelby guy, you're not really that interested in Camaros or Dodges. You begin to see it's the story that counts, not the kind of car it centers around.

On particular interest to Shelby enthusiasts are the chapters on two famous cars which remain missing to this day: Jim Morrison's '67 GT500 "Blue Lady" and 1969 Playboy Playmate of the Year Connie Kreski's pink '69 GT500. Interest in both cars is off the scale because although they are well known, neither has ever turned up, leaving the possibility – however slim it might be after four decades – that someone could hit the lost car lottery. There is no way to predict whether that might come as the result of painstaking and dedicated detective work or just dumb luck. Either way, help won't come from either celebrity as they have passed on to a place where cars are not needed for transportation.

As a sub-category, probably the largest number of lost cars are the ones that have been drag raced. Not all of them were campaigned by names you would recognize or by big name performance dealers. Sometimes someone working at a dealership would convince the owner that sponsoring a car optioned for drag racing would be exactly the kind of advertising that would attract hoards of buyers to their doors. Sometimes it did, but often it took a long time commitment for a dealership to become noted for performance – not one car.

Typically with most drag cars, after something faster was found the owner would sell the "old" car and it usually started it's way down the food chain. At some point enough parts were taken off of it that it no longer had any value as a race car. Cars like this often passed through so many owners that their original history was lost. Many of the features that made them identifiable had been removed, replaced or modified. Stories about cars like this are interesting and this book is filled with them. Once you start reading it's hard to stop.



CAR GUY SHTUFF – Bugs in Your Teeth, Wind in Your Hair *by Bill Fulk. 6˝ x 9˝ softcover; 259 pages, 62 black & white photos. Published by Bill Fulk. Sacramento, California; available from www.amazon.com $9.99, $4.99 Kindle.*

SAAC member Bill Fulk from Sacramento, California began attending various Shelby meets in 2012 with the idea of taking photos of the Cobras he saw and writing a brief report of what went on. Turns out he is a pretty good writer, using a light, conversational style and adding enough observations and opinions to keep his narrative moving right along. It's pleasantly addicting.

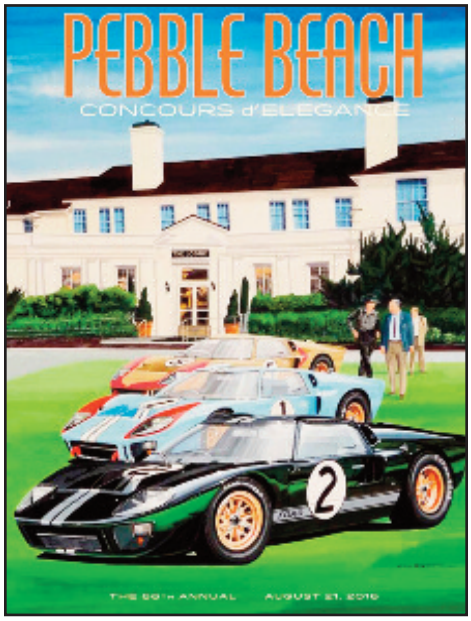
Fulk pretty much limited himself to Shelby club publications: the NorCal Region's monthly newsletter, "Driven," and SAAC's quarterly *Shelby American* magazine. This make sense for two reasons. First, the subjects he is covering are exactly what readers of these publications are interested in. And second, club publications always have trouble trying to fill their pages with good articles and pictures contributed by members. With essentially no budget to pay for anything, trying to keep a club publication on schedule depends on a steady stream of articles and pictures. Once an issue is printed there is another one coming along right behind it. Editors are grateful for interesting articles and the more well written they are, the better. For people who enjoy writing, it's a perfect fit: they can always find a spot for their work. They are only limited by their imagination.

The book contains more than thirty chapters which are, in essence, reports of events he attended. The nub of the book revolves around the Cobra's 50th birthday celebration. The Cobra was introduced in 1962 and when its 50th anniversary rolled around, virtually every event on the calendar had some sort of a Cobra commemoration. They started in Las Vegas, home of Shelby American, in March with a "50th Anniversary Bash." A month later there was a celebration in Pomona, California at the Wally Parks NHRA Museum and Fulk was there, rubbing elbows with the various VIPs and snapping pictures everywhere.

Fulk next appeared up at SAAC's 37th convention at Watkins Glen, on the other side of the country. It had, as part of its activities, yet another Cobra anniversary celebration. It was here that we caught up with Fulk and with a wide grin on our face and our tongue firmly planted inside our cheek, we challenged him to cover every major Cobra 50th Anniversary event: Auto Week in Monterey including the Concours on the Avenue in Carmel, the vintage races at Mazda Raceway, the Pebble Beach Concours, the show at The Quail and a handful of auctions sprinkled around the Monterey Peninsula. The NorCal Mini-Nats at Sears Point Raceway in Sonoma, California; the Shelby American Collection museum get-together in Boulder, Colorado; and the Goodwood Motorsports Revival in England.

In all honesty, we never expected Fulk to accept our challenge. He calls Sacramento his home, so attending the Mini-Nats and Monterey were no-brainers. Boulder was more than a hop, skip and jump away and a trip to England? That was a major excursion. When he filed reports for *The Shelby American* and included photos his stock rose exponentially.

This book goes beyond 2014 as Fulk traces his tracks from event to event through 2015, with an eye on Cobras and Shelbys. Obviously not many people can afford to go to all of these events, so being able to read about them is the next best thing. Fulk's words help bring them events to life. We have recently learned that Bill Fulk was named as editor of NorCal's "Driven" magazine, so we expect we will be seeing a lot more of his "schtuff." We have a feeling this might be just the first such book. If that's the case, we look forward to the next one.

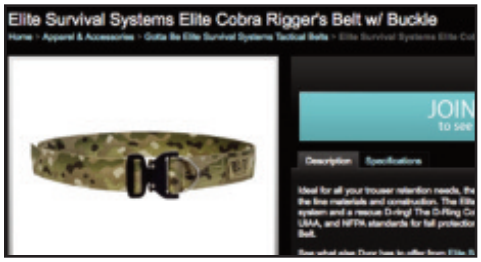


The 50th Anniversary of Ford's iconic 1-2-3 finish at the 1966 LeMans 24-Hour race will not go unnoticed by any major event this year. The Pebble Beach Concours will have three separate event posters this year. Noted automotive artist Ken Eberts was commissioned to do a poster of the three 1966 GT40 MK II that finished 1-2-3 at LeMans in 1966. After their appearance at LeMans, the three cars will be shipped back to the U.S. where they will be displayed at Pebble. Eberts was a 21 year-old beginning designer at Ford, assigned to projects like the Econoline van, Falcon and Galaxie. In the 1960s his heart was in the GT40 program but he never got near it. He subsequently founded the Automotive Fine Arts Society. Five decades after his time at Ford he was asked by Edsel Ford to paint the iconic Fords for the Pebble Beach concours.

Steve Sloan of Pasadena, Texas is our acknowledged expert when it comes to vintage movies containing cobra references. He is always coming up with something new. The 1929 film "The Letter" is a good example. It starred Jeanne Eagles and Reginald Owens (not to be confused with another movie of the same name starring Bette Davis and Herbert Marshall). It's a convoluted plot; a plantation owner's wife shoots and kills her lover after he ticks her off. But she made the mistake of writing a letter to him when they were on better terms. If the letter was revealed it would blow a hole in her self-defense alibi and set up her execution. The letter is in the hands of her dead lover's girlfriend who offers to sell it to the murderess. But only if she comes to a local dive, grovels a little and hands over some cash. During her visit a fight between a cobra and a mongoose is staged for the patrons. Spoiler alert: the mongoose wins.

We can't help wondering in Sloan is making a bid to join in on the eagle eye smackdown, but if he is he's going to have to find some non-movie sightings. He can't be a Johnny One-Note. "The King of the Rocket Men" was a 12-part serial made in 1949. Hero Jeff King in his experimental rocket suit battles with the evil Dr. Vulcan who wants to steal a new secret weapon to control the world. We're sure you've seen it by now – and if you haven't you'll never be an eagle-eye. King's rocket pack is secured by a Cobra/early Shelby-style competition seat belt. Clearly it was before the Cobra's time, but the belts and lever-buckle were originally used in military aircraft. In the 1940s and 1950s, when sports car racing was taking shape, many drivers came to racing after flying fighters and bombers. They knew the value of good seat belts and were familiar with military belts, which were widely available as military surplus items, so the use was a natural fit. We're just not sure about use for rocket packs.

Red Cobra owner Jim Sfetko of Parkville, Missouri probably thought he was seeing things at Costco when he spotted the boxes of Underwood California artichokes stacked up in the produce section. It was impossible to miss the red Cobra on the boxes. Another Cobra owner, Ned Scudder, also happened on the same brand at a store in California and he sent us a photo which was included in the Winter '15 issue. Can we draw any conclusion from this two for two?



It's described as an "Elite Survival Systems Elite Cobra Rigger's Belt w/Buckle." Did we say "elite"? We're not sure what a rigger's belt is but we're pretty sure we don't need one, even if it is the Cobra model. Stan Simm of Winston Salem, North Carolina saw it on the Internet.

This interesting poster was offered on Michael Knab Automotive Art website. No size or price is listed but it's a compelling illustration.

Master Eagle Eye Shake-Up: One Out, New One In

Our spontaneous eagle eye competition has finally had a shake-out. Bob Barranger has thrown 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, "*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?*"

Almost at the same time Barranger was running up the white flag, a new eagle eye was stepping into the ring. Pete Doriguzzi of Lakeland, Florida sent us a couple of eagle eye sightings in the last issue and a couple of more for this one. When we teased him about it leading him to becoming a master eagle eye, he responded, "*Hey – this is pretty easy.*" We'll see, junior, we'll see. The first ones are always easy. Let's see how you can handle the pressure when you have to come up with a handful of new things for every issue.

For openers, Doriguzzi was on a parts run at a local O'Reilly's Auto Parts distribution center. It was hard to miss this oversized "A clean car holds its value" desk top pad. It was admittedly hard to miss, but to find it you had to be at the right place at the right time.

One of the nurses in the cardiac rehab department in Doc Warren's hospital took a picture of this Cobra and sent it to him. One of their post-surgery patients drove it to his rehab appointment. He reports that it was an unprovoked sighting and he never asked her to be on the look-out for Cobras. Apparently his Cobra obsession is being transmitted through telepathy. It's one thing for a master eagle eye to develop a sixth sense about Cobra and Shelby sightings, to the point where they appear to seek him out. But telepathically having outsiders collect sightings for him is something we had never considered. Maybe it's time to break out the tin foil hats.

Doriguzzi spotted this ad for a "Cars & Cigars" get-together in Detroit. The Cobra was an obvious attention-getter but doesn't seem to have anything to do with the event...unless, maybe, it attracts a Cobra to show up. We hadn't realized there was a connection between cigars and Cobras, but live and learn.

Barranger sent us a handful of sightings when he advised us that his days as a master eagle eye were at an end. He was obviously intent on going out with a bang. He spotted this ad for Shelby the Swamp Man on a reality TV show. Funny, he looks much different without the black cowboy hat.

Ted Warren was catching a little early morning TV before starting his day when a red Cobra stopped his clock. That happens when you're not expecting to see anything. The local ABC news feed was covering the Red River Street Rod Show at Shreveport, Louisiana's Boomtown Casino that was taking place that weekend. Guess you know where Warren went.

You can never tell what will pop up on your computer screen when you Google "Shelby." Barranger found this letter opener from the General Grand High Priest name Shelby. We're not sure what the title refers to but as soon as Pardee saw it he reportedly went out and had new business cards made.

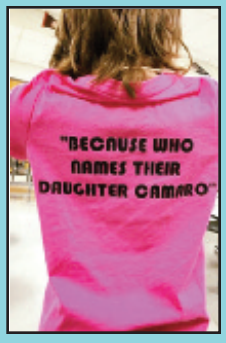
This ad for flooring treatment was in *Garage Life* magazine. Doriguzzi appears off to a good start. He's already smacking the other eagle eyes around.

This pricey indoor garden sculpture caught Young's attention on the Internet. It is 9-inches high and made of reconstituted sandstone. Pricey? How about $450. Don' look for one at Young's place.

Young spotted this ad in Road & Track and homed in on the Shelby.

This isn't the first time we've seen Shelby work gloves. Just about every time we go into a Lowe's or Home Depot we can't help spotting the rack of them. And they have a dozen different models. In an "aw shucks, I need a pair of gloves anyway" moment, Barranger walked out with a pair. We wonder what percentage of sales purchases like this account for?

Barranger saw this sign in a gift shop which might be appropriate for the door between your garage and your house. Maybe retirement was appropriate: this is pretty weak.



Warren spotted these pictures on Facebook. The sentiment makes perfect sense to us.

Jim Hutchinson alerted on a news story featuring a cobra. Pictured is the late Indonesian singer Irma Bule. She was in the midst of a performance in Karawant, West Java using a live cobra when she inadvertently stepped on its tail. The snake, being a snake, lunged at her and bit her on the thigh. A snake handler on the scene rushed to administer anti-venom but she waved him away. She had been using snakes in her act and may have thought the cobra had been defanged. Other snakes she had been using were. A short time later she began vomiting and collapsed on stage. She was rushed to the hospital where she was pronounced dead. "*That's going to be a tough act to follow,*" said Howard Pardee. "*She didn't leave much room for an encore.*"

The London Cobra Show in London, Ohio is advertised as the world's largest Cobra gathering. It's an annual event that has been going on for fifteen years. It naturally caught Warren's attention. The date was June 23-25, the same dates as SAAC-41. Distance between the two locations is about 85 miles. We wonder how the close proximity will affect either event.

There are all kinds of signs for sale on various Internet sites and Barranger saw this one for the Shelby Rural Electric Co-Op Corporation in Shelbyville. Where? We're not exactly sure but if you're looking to decorate the walls of your garage, and you want to watch the eyebrows of your buddies go up when they start looking around, this is the kind of thing you need to be on the lookout for.

We're not sure in which catalog Young saw this NewGen Shelby desk. He didn't send any details but we're guessing it isn't cheap. And that would price Young right out of the market. For a desk he uses plastic milk crates he liberated from the back of a 7-11 late at night and a piece of a wooden pallet. It's not that he doesn't have the money – but he would rather spend it on hot rods he can buy and sell at a loss.

Pete Doriguzzi, SAAC's man at Heacock Classic insurance, was visiting New York City recently and had dinner at the famous Club 21. The dining room has had all kinds of model planes and memorabilia hanging from the ceiling for decades. Doruggi had never been there before and was seated at a table under a model of a 289 Cobra race car. Coincidence, or eagle eye karma? You be the judge.

Illustrator Steve Anderson of Ojai, California specializes in Ferrari and Porsche stuff, because that's where the business is. But once in a while he finds other subjects. Original art is about $395; prints are $40. It's nicely done art. For details: **saillusterations.com** Young spotted a small ad in a copy of *Sports Car Market* magazine.

Hutchinson seems to have an eye for cobra jewelry. He spotted two pages worth in the June/July issue of *Town and Country* magazine. And here's a buzz-kill: if it's in T&C you won't find any of this stuff in the Dollar Store.

A cast bar sash lift is just a fancy name for a window handle. We may be showing our age but we know what a sash is: the frame holding the glass in a window which can be lifted up and down to open or close it. Handles were needed to move the window. They don't make windows like this anymore. Barranger found this picture during another one of his Internet searches.

Another cobra sighting by Hutchinson. This BBC news clip was about two puppies in India that fell into a well and were protected by a king cobra from wandering into a deep pool where they could drown. When rescuers went in to get them the cobra slithered away. Everybody likes a warm and fuzzy ending.

During WWII and Korea, American G.I.s fresh out of the small towns or off the farms across the country were sent to Army training camps in obscure places. For many it was their first time away from home and they looked for something to send to their mother, wife, girlfriend or sister. Embroidered satin pillows were sold in towns near the bases were just what they were looking for. Camp Shelby in Mississippi was likely near the town of Shelby. This is another Barranger find.

Young spotted the small photo of a 427 Cobra in a full page ad for Car Quest lubricants that ran in a recent issue of *Car Craft*.

Craig Conley spotted the Cobra t-shirt in a photo in the March 26 issue of *The Wall Street Journal.* It was featured in a review of the book, "Small Town Talk," about the infusion of singers and musicians into the small, out of the way, upstate New York town of Woodstock which became something of an artists colony in the 1960s that attracting singers, musicians, painters, dancers and craftspeople. This picture, taken in 1964, shows then resident Bob Dylan astride his Triumph 650 Bonneville. He preferred the small town because it provided some measure of anonymity to the reclusive songwriter who became one of the music icons of that period. He was forced to move away when rabid fans discovered where he lived and would not leave him alone. He came home one day to find some of them prowling around in his bedroom.

The town's name really has nothing to do with the legendary Woodstock music festival which drew some 400,000 counterculture freaks, kooks and wackos in 1969. That event was held was held on a farm in Bethel, New York, some fifty miles away, after an application for a permit was rejected by the town of Woodstock. A few thousand attendees had originally been expected when the concert was first announced, and despite a location change, the name "Woodstock" stuck. It was part of the fabled "summer of peace and love" which was something of a protest against parental authority, military intervention in Vietnam and responsibility in general. What it turned out to be was a celebration of sex, drugs and rock 'n roll in the mud with no adult supervision. Dylan was slated to perform there but decided to pass.

Steve Sloan of Pasadena, Texas entered 6S087 in a local car show sponsored by Pasadena Police Department . His car won First Place and Best Overall Engine. Imagine his surprise when he saw the Cobra roadster on the trophy.

Rod Hengst of Mertztown, Pennsylvania purchased a Wooster extendable paint pole. He reports that painting with a GT convertible is neither faster not any more fun.

Hengst also spotted a Foot Chris Craft Cobra mahogany runabout in a copy of Hagerty's magazine. They were made in 1955 and according to Hagerty's price guide, the values range from $50K for "good" condition to $189K for one that has been professionally restored. Only 55 were made.

Just because this happened in 1973, it is no less painful. J.D. Kaltenbach of Akron, Ohio submitted this photo from something called "Mustang Week," a source we are not familiar with.

Back in the Winter 2013 issue we ran a small piece on the Goodyear "Wide Boots" tire campaign that never was. [2013 Annual, page 13]. Or so we thought. But leave it to SAAC's trusty '68-'69-'70 Shelby registrar to turn something interesting up. He was cruising the Internet and spotted these two Goodyear ads showing the Wide Tread tires being described as "Wide Boots." Note in the top ad that at the same time they were advertising the Wide Tread GT tires, probably around 1968, they still had Blue Streaks available.

The Wide Boots description was also used in a Goodyear ad featuring a Javelin. The ad text referred to the tires as "Wide Boots GT – a new high performance model of Goodyear's famous Wind Boots tire." However, the raised white letters on the Javelin's tire said "Wide Tread GT." Based on this it's hard to say what Goodyear's marketing and advertising departments had in mind. Our guess is that the Wide Boots name never stuck.

Two things going on here. First, Pete Disher of Marshall, Wisconsin sent us a website link for the AirCobra throwing axe. It would be one thing if the manufacturer chose to name this axe after a Cobra, but are we reading too much into this in noting that they named it after an air-Cobra? Is it not a real axe? The second thing that entered our mind was that Disher saw this ad on something called the "Big Muff" website. Despite his weak protestations to the contrary, something like that pops up on your computer screen after you have entered "big muff" into a search field. It doesn't appear at random. What could possibly have propelled Disher to search for something like that? What was he expecting to find? The mind boggles.

Prosthetics don't last forever. Lyle Cigler of Bozeman, Montana took an Essex Wire t-shirt and had it molded onto his newest socket. We guess this means that he will be wearing shorts a lot more frequently. A lot of people like 5R098 but we can't imagine someone saying, "*I'd give my right leg to own that car.*"

Eric Veard of Lorain, Ohio spotted this ad from a 1970s newspaper and when he stopped weeping he sent it to us. Wilmington Ford was trying to unload 24 1969 Shelby GT350s – direct from FoMoCo in Dearborn. Obviously they were having a difficult time selling them because they slashed the price from $5450 to $2895. Oh, to have been there back then...

Just a suggestion, but this photographer might want to consider stepping back 25 feet and using a telephoto lens. He is so intent on shooting the baby cobras hatching from their eggs that he doesn't notice the protective mama cobra at his elbow. We're guessing this did not end well. This photo was sent to us by SAAC member Yvonne Kirk of Baltimore, Maryland. who has either developed a sixth sense for finding cobras online or the cobras have found a way to find her. Not literally, of course.

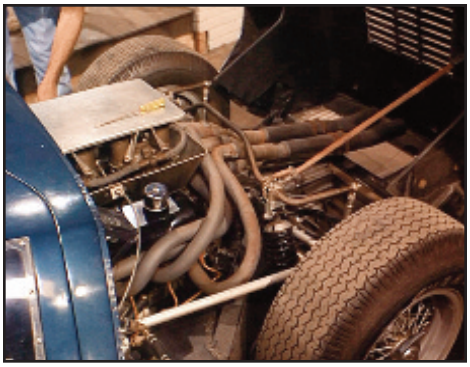
SAAC member Jim Kreuz of Lake Jackson, Texas was on his first trip to Paris with his wife. That's Paris, France – not the Paris in northeastern Texas. As they were crossing a street he heard the unmistakable sound of a bundle-of-snakes exhaust and barely had time to hold up his cell phone to get a picture. He later discovered there was a car show near the Arc De Triomphe the next day, featuring a large number of classic cars participating in a five-stage road rally and the GT40 was one of them. You don't have to be Kreskin to predict that the odds are pretty good that the Kreuz's visited the Arc De Triomphe the next day. Vous ne pouvez jamais prevoir ce que vous verrez dans les rues de Paris!

Ray Shepherd of Penn Valley, California was vacationing in Victoria, British Columbia about a year ago and saw this diorama in the Old Morris Tobacconist shop. It portrayed a Cobra in a workshop. There were a couple other dioramas on display but this was the only Cobra and it appeared they were all one-offs and not mass produced. The price of $1,000 would seem to indicate that was the case. Out of curiosity we went on their website (**www.oldmorris.com**). They offer a lot of cartoon sculptures which also appear to be one-offs and this black Cobra was among them. No size was given but the price of $465 would seem to signal that it would have some size and heft. Definitely not something that would fit in the palm of your hand.

Back in the last issue [*Spring 2016, page 20, lower right*] we cautioned that sloppy facts in non-authoritative places, such as on the Internet, in catalogs and toy descriptions, were how misinformation would gradually seep into the hobby by infecting younger enthusiasts who would see something in print and believe it – because it was in print. We hate to be the persistent curmudgeon, but we are beginning to feel like we are warning everyone but no one can hear us. Or they don't think it's important. It's frustrating. Here are just a handful of examples from a recent Summit Racing Equipment catalog for gifts, clothing and memorabilia. 1. This is described as a 1967 Shelby GT500 but judging by the front end, it's actually a GT500E Eleanor car. The wheels are obviously aftermarket Halibrand-style with knockoffs and the gas filler is located on the rear fender, Eleanor style. Trivial? Maybe, but accuracy is accuracy. 2. This car is described as a "tribute" Trans-Am so maybe the Terlingua rabbit on the black hood and the rocker panel stripes are correct, but it shouldn't have the GT grille. The description says the original car as raced in 1967 was driven by Jerry Titus and Ken Miles. Sadly, by 1967 when this car was racing, Ken Miles was no longer alive. 3. John McComb purchased one of the 1967 Trans-Am race cars and when team driver Jerry Titus wrecked his team car in practice at the Kent Trans-Am, and Shelby asked McComb to turn his car over to Titus because he was a better driver and would benefit from the driver's points. Titus failed to finish, but it was the only race in which he drove McComb's car. The catalog description makes it sound like Titus drove the car all season. The catalog claims the car is the only survivor of the 1967 Trans-Am series. We're sure that would come as something of a surprise to a number of owners of 1967 Shelby trans-Am notchbacks. 4. The catalog's description of Charlie Kemp's 5R538 makes a big deal of the car's being "*Quicker than a Cobra!*" The car was clocked at 184 mph at Daytona, "*setting the record for the fastest 289-powered Shelby of the time – including Cobras!*" That claim probably has poor Dick Smith spinning in his grave. His 427 was clocked at Daytona at 198 mph. 5. The GT40 MK II diecast is the 1966 LeMans-winning GT40 driven by Bruce McLaren and Chris Amon. The catalog describes it as "Gulf Blue." The Gulf cars didn't come on the scene for two more years. We realized these are only toy catalogs. But history matters.

Click on Allstate Insurance's blog and you're staring at a red 427 Cobra. That's what Howard Pardee discovered recently. As a man of a very few words, we're not sure if Pardee discovered this on his own or if someone tipped him off. That doesn't really matter as long as we're able to show it to you.

Bet you never saw this episode of "The Man From Uncle." It was titled, "The THRUSH Roulette Affair" and according to eagle eye Steve Sloan, it was first televised on October 23, 1967. The plot is unimportant, except that one of the characters is supposed to be a widely known race car driver. To give that credibility, the script called for him to be working on a GT40 in a scene where he is introduced into the story by talking with Robert Vaughn. The car is only on the screen for about a minute. The engine is never started and the car never moves. The rear clip is open and at one point the "race car driver" closes it by giving it a little shove. It slams closed, thanks to gravity, and you can see it actually bounce once before it settles closed. You can also picture the car's owner, probably standing just off screen, wincing and hoping there is no need for a second take.



Howard Pardee stumbled across this Internet story about snake enthusiast Ali Ayoob of Chapel Hill, North Carolina, whose favorite king cobra bit him. He drove himself to the hospital, almost. The EMTs had to take over.

Dave Redman of Smithfield, Virginia discovered this picture in a Stromberg 97 carburetor catalog and commented that this kid looks a little like Peter Brock. Hey, wait a minute! It *IS* Peter Brock. He's pictured putting a set of four '97s on his '46 Ford convertible. The white one with the blue LeMans stripes.

Colin Comer happened to catch the copy of *Mustang Monthly* out of the corner of his eye when his wife was flipping through the channels looking for a cooking show. The movie was "Back To The Future Part II." Comer rewound it to the image and snapped a picture to send us. The top of the magazine carries a banner that says "Special Shelby Issue" and it's hard to believe that it could have been appeared at random. When they are configuring a scene for a movie nothing is left to chance, so our guess is that one of the prop masters on the movie crew was a Shelby fan. How else can you explain it?

We are starting to get the feeling that Steve Sloan is trying to change this magazine into *Herpetology Quarterly* with his continual references to snakes. This frame still was from a 1951 Flash Gordon series, "The Forbidden Experiment." As the show opens the announcer describes what you are seeing is a barren and dead planetoid named Beta N-1. Then you are shown a lush jungle scene showing abundant wildlife, including this battle between a cobra and a mongoose. How this qualifies as "dead and barren" is not explained. The ploy involves a scientist trying to convert animals into humans. His test subject, a lion partially converted into a man, is out of control. As always, Flash Gordon has to set things right and save the galaxy. Sort of reminds us of "The Island of Dr. Moreau," which was based on an 1896 H.G. Wells novel of the same name. The 1996 movie version starred Marlon Brando and Val Kilmer. There were two earlier versions, "The Island of Lost Souls" (1932) starring Charles Laughton and Bela Lugosi, and "The Island of Dr. Moreau" (1977), starring Burt Lancaster and Michael York.

It's always interesting to see the images a website or blog will use. We recently opened an email that came from *Sports Car Market* magazine which contained advertising for a new a new program on velocity.com called "What's My Car Worth?" The picture they used in the ad was one of a black 289 Cobra. That's a Go-Pro camera strapped to the guy's head. It used to be that just doing something which provided you with good feelings and vivid memories was enough; now some people need to video everything they do so they can replay it over and over again – or send it to everyone on their "friends" list. This might be the next evolution of people presently walking around staring at their cell phones or iPads and texting everyone about what they are doing. With a Go-Pro, they don't even have to take the time to text. Just post a video so everyone on your mailing list won't have to read anything – just watch the video.

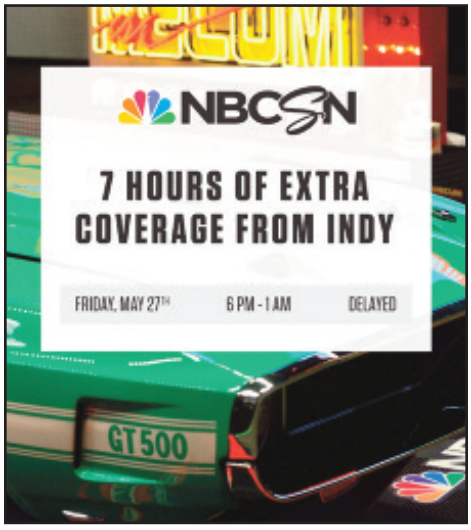
This full-page ad offers the opportunity to win a Superformance MK III Cobra with a 480-horsepower Roush engine for $3 for a single ticket, with a sliding scale up to $5,000 for 6000 tickets. The proceeds go to the Ronald McDonald House of the Central Valley. Winning a raffle is one of those "be careful what you wish for" things. "*Ok, you won the car. Congratulations. Now you have to come up with a chunk of money to pay the IRS.*" Your dream becomes a nightmare and you end up selling the car to pay the taxes. Sure, you still have money left over but you never get to really own the car. This raffle is a little different. It includes $20,000 in cash to pay those taxes. Sounds great, until your accountant tells you that you're also going to have to pay taxes on the $20K.

Here's an interesting concept: Mecum auctions has partnered up with SunTrust Bank to provide Mecum bidders with loans approved in advance should they attend the auction and see a car that catches their fancy. The financing limits are from $5k to $100K with a low annual percentage rate. The car they use in the ad is a silver small block Cobra, but if you stop to think about it, the $100K limit won't even get you close to what a car like this will sell for. $100K won't even get you close to a decent Shelby Mustang.

This interesting double-page ad turned up on the SAAC Forum, posted by someone who wishes to remain anonymous (because he only provided a forum name with the post, so we will accede to his wishes). Ampol Petroleum Limited was an Australian oil company which produced petrochemical products and distributed them through a chain of their own retail service stations. In 1995 the company merged with Caltex to become Caltex Australia Ltd. This ad, carried in an Australian auto magazine in 1967 was part of a series which depicted illustrations of other GT cars (like a Ferrari Dino or a Jensen FF).

If you ever find yourself in Flagstaff, Arizona and are in need of a bail bondsman, Dan Drury of Cape Girardeau, Missouri has a suggestion.

Rod Hengst saw the perfect jumper kit to use when your Cobra won't turn over. Wonder how it works on a pair of Rebat batteries behind the passenger seat?



Mecum sent out an email notice for their Indy auction to everyone on their mailing list. We have to admit that we approve of their choice of graphics.

HERTZ HOOPLA

Has it really been 50 years since Hertz unleashed GT350s on the renting public? Yes it has. A few dozen were on hand at Mid-Ohio to celebrate.

– Rick Kopec

It has become something of a tradition to use an event to commemorate an anniversary or recognize some special occasion. Normally these observances are tied to ten, twenty or fifty year increments. Birthdays happen once a year but after you've had ten or twelve of them, they begin to lose their significance. Right now, 50 seems to be the big milestone, and plenty of important of things happened in 1966. When it came to planning this year's convention, there was no shortage of choices. The major one seemed to be the 50th Anniversary of Ford's LeMans victory in 1966. We decided to choose something else for two reasons: first everyone and their brother could be

expected to commemorate this anniversary this year. Copying them would have made us look like just another tag-along. Second, with all of these other GT40 commemorations, our chances of attracting very many of these historic cars would be somewhere between slim and none. And as they say, Slim just left town.

We chose the 50th Anniversary of the GT350 Hertz model because in the panorama of Shelby American history, it represents something unique. As far as automobile production is concerned, 1,000 cars is a drop in the bucket, but when viewed in the context of Shelby American production, the Hertz models represented fully forty-two percent of all GT350s made that year. We thought this was something worth acknowledging.

We also thought there might have been a chance of getting Hertz to participate, in light of the fact that they had recently introduced a 50th Anniversary Hertz model of the Shelby Mustang, finished in traditional black with gold stripes. Only 140 were produced and made available for rental at selected Hertz airport rental outlets as part of the "Hertz Adrenaline Collection" (Charlotte, Chicago, Atlanta, Dallas-Ft. Worth, Detroit, Ft. Lauderdale, Ft. Myers, Las Vegas, Los Angeles, Miami, Orlando, Nashville, Phoenix, San Francisco, San Diego, San Jose and Seattle). The rental cost is about $350 a day or $47.73 in 1966 dollars; a bit more than the original $17 a day cost.

For SAAC-41 we again chose to partner up with the Sportscar Vintage Racing Association (SVRA) when they had their racing weekend at the Mid-Ohio Sports Course, in north-central Ohio. This was purely a financial decision because renting a track on our own would cost upwards of $100K. We knew that with open track interest on the downward spiral each year, we would have had as much of a chance reaching the break-even point as the employment prospects of a children's party clown with Tourette's. Our three days – Thursday, Friday and Saturday – would dovetail with their Thursday-Friday-Saturday and Sunday schedule.

Our schedule was made up of the usual activities everyone has come to expect at a national convention: concours, popular vote show, open track, parade laps, parts swap, a welcoming mixer on Thursday night and a dinner-evening program on Friday night. We managed to toss in a couple of surprises here and there to keep things fresh – no easy trick after forty years.

The convention started off, as they all do, the day before the convention – Wednesday. People don't all arrive promptly at 7 a.m. on the first day. They travel from all over and if they arrive at the track the afternoon of the day before, they can get through registration and if they are running the open track or vintage race, they can get through tech inspection instead of trying to get all of this done with the threat of missing the driver's meeting hanging over their head. They also want to find a good spot in the paddock to park their trailer and unpack their stuff. Wednesday tends to be on the low-key side with a lot of waving, hand-shaking and back-slapping. Things take a slightly more serious turn starting on Thursday morning.

One of the things almost everyone who was checked into a local hotel did on Wednesday night was to keep an eye on the television weather reports. Rain was forecast and, depending on which report you listened to, it was either going to be light, medium or heavy. The word "tornado" was also heard occasionally and that got everyone's attention.

Sure enough, the rain started after midnight. It arrived without any heavy winds so there was that. By mid-morning it had blown out of town, much to everyone's delight.

The most important thing for the people who were fixated on the open track was the drivers meeting. Howard Pardee was the man in charge and he left no doubt he was the head honcho. He explained how the event would be run and when he was finished pontificating, everyone was given a wristband which signified that they had attended the safety briefing. Without that they would not put a wheel on the track, and that's why everyone is in such a tizzy to get to the track and to the meeting.

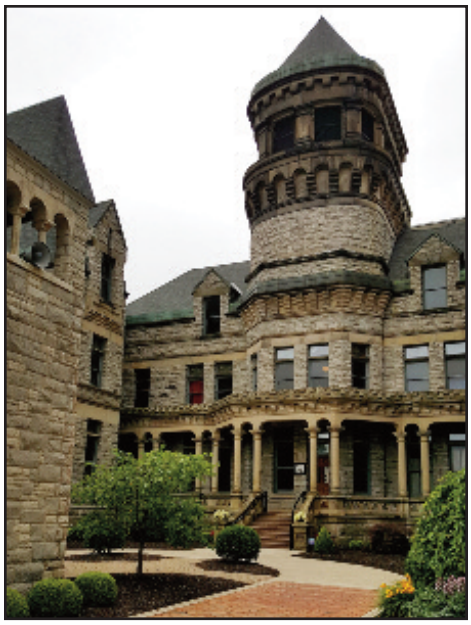
Once the rain stopped the swap meet vendors began unpacking. There weren't as many as at past conventions, but this is just a sign of the times.

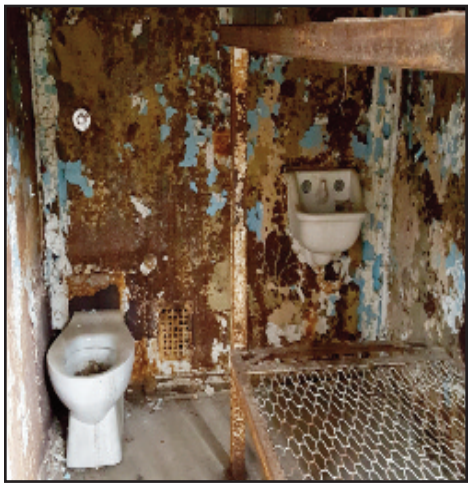
Want a new Shelby GT350? A $10 investment might make you an owner. The car was brought to SAAC-41 where representatives from St. Michael School in Greenville, Pennsylvania were selling tickets for the raffle which will be held on September 25th. You can increase your odds by purchasing 4 tickets for $20, 14 tickets for $50, 30 tickets for $100 or 120 tickets for $300. Feeling lucky? Go to: **www.smscardrawing.com**

Around lunch time some conventioneers had the opportunity to stretch their right legs on the parade laps. All of the spots weren't filled, but it was close. Passengers were invited to ride along and they got an excellent sense of what it is like to drive on Mid-Ohio's fifteen-turn, 2.4-mile circuit. You can't see all of the track from behind the fences but seeing from a driver' perspective is worthwhile.

More than 50 vehicles signed up for the "Escape 2016 - Shelby to Shawshank" cruise through the local countryside on Thursday. It began with a parade lap of Mid-Ohio and continued through Shelby, Ohio, ending up at the Ohio State Reformatory in Mansfield. The prison was used to film the movie, "The Shawshank Redemption," which was based on a Stephen King novella, set in 1947 in Maine.

When the movie was released in 1994 it was regarded as something of a box office disappointment, even though it was nominated for seven academy awards (without winning anything) and received outstanding reviews. It starred Morgan Freeman and Tim Robbins. The film became popular after being broadcast on cable television, where it seems like it runs about once a week. It has since received numerous awards.





The cruise went through the township of Shelby. What are the odds of the local Masonic Lodge being #350? You can't make that stuff up. Seeing the name "Shelby" on anything not relating to something automotive always causes a double-take among Shelby people. The local firehouse and VFW monument are cases in point.

Thursday wrapped up at a local country club for the traditional "Welcoming Mixer." We were joined by special guests (VIPs as we like to call them) who were happy to meet club members and provide autographs and pose for photos. Pictured here [*below, left to right*]: Bernie Kretzschmar, Steve Saleen, Chuck Cantwell, Jim Marietta and Tom Yeager.

Some of SAAC's registrars were also on hand, always anxious to update their databases and provide information on specific cars on request. Jeff Burgy [*below*], the Registrar for new Ford GTs had his trusty laptop with him. It was bursting at the seams with his photo archives containing not only individual Ford GTs but every Cobra and Shelby photo he has taken since the late 1960s.

Bob McClurg has been a race photographer since the late 1960s when he was a virtual fixture at most larger west coast drag race events. His photos have been published in just about every automobile magazine and lately he has been writing books about various muscle cars, including an excellent one on Tasca Ford. He had samples of some of his photography and after the handful of books he brought sold out he was busy taking orders for drag racing prints.

Also on view were samples of Hertz memorabilia brought by a few of the more serious collectors. The drool-inducing items were eagerly (and carefully) examined by Hertz owners, many of whom discovered things they had never seen before (and probably didn't have a snow cone's chance in Hades of acquiring). But isn't that why you come to conventions?

On Friday it was back to the track. A high level of activity was noted in the concours area. Concours entrants had been spoiled by SAAC-40's indoor judging in a huge, carpeted ballroom. This year it was back to the grass, and after the previous morning's rain the ground was a little soft. In recognition of this, trailers were lined up, side by side, and cars were allowed to be rolled out to be judged. That made owners happy because they did not have to unload in a separate area and drive to a show field. There were nineteen cars entered in the concours show. The winners were announced at the Friday evening program.

Most of the open track sessions were scheduled for the morning, with three run groups going out after lunch. The SAAC vintage race was held at the end of the day., barely giving drivers, crews and spectators time to get back to their hotels to freshen up and then get to the Mid-Ohio Conference Center, about twenty minutes from the track.

The Friday evening program began at 6:30 p.m. When Howard Pardee negotiated with the facility, a host bar was included in the meal cost. When everyone showed up they were pleasantly surprised that there was no additional charge for beer, wine or soft drinks. Pardee swaggered around the ballroom urging people to, "*Drink up, and have another one. It's all on me.*" No one realized that the cost of drinks had been figured into the price of the dinner tickets. As everyone found their seats and were served dinner, a hundred images of Hertz cars were shown in a continuous loop on the three large screens at the front of the room.

The program was opened with a short music video produced by Ford to introduce the 1994 Mustang, the car's fourth generation and first major redesign in fifteen years. It was catchy and was immediately posted on SAAC's website [*go to "News & Editorials" > "Of Interest"*].

Kopec assumed the role of Master of Ceremonies and opened the program with typical welcoming remarks, acknowledgement of SAAC's Board of Directors who do all of the heavy lifting to put the convention on, and the volunteers who arrive and make it all happen. He also provided the obligatory verbal pummeling of Pardee, something that has become traditional at the convention evening program.

Bob McClurg is famous for his drag race photographs which have been published in hot rod magazines since the mid-sixties. He has also written hundreds of Mustang and Shelby articles and served as editor of publications like *Hot Rod's Mustang* and *Mustangs and Fords.* Lately he has authored a number of books about special muscle car subjects like the Yenko Chevys, AMC performance vehicles and Tasca Ford. He is a long time friend of SAAC and has been to dozens of conventions over the years. He shared memories of some of the humorous things he's heard Carroll Shelby say.

Next on the speaker list was SAAC Board of Director and sometime vintage racer Curt Vogt. He has been working on a special project with Ford and was able to reveal it that to everyone. He convinced Ford to include SAAC members in their "X-Plan" which allows members to access the same program as Ford employees and retirees – to purchase new cars (two a year) for about $100 over dealer invoice. Before everyone starts trying to decide what color 2016 Ford GT or Shelby GT350R they want, those cars are specifically exempted. But virtually everything else is on the table.

Curt introduced Ford's Dennis Mondrach, OEM Special Markets & Specialty Vehicle Manager, to formally unveil the X-Plan Partner Recognition Program and explain how it works. We are excited about this as it provides a tangible benefit to SAAC membership.

By the time you read this (or shortly thereafter), we will have implemented this program and communicated with every SAAC member, providing specifics.

We were extremely happy to have Steve Saleen join us. A few Saleen owners who are also SAAC members put together a Saleen "mini-convention" and invited a number of Saleens, including ten Saleen competition cars. Steve spent time with them and also happened to bring his driving suit and helmet so he was able to get out on the track. Naturally, in Saleen Mustangs.

When we asked him to speak on Friday evening we were half expecting to hear an infomercial for the newest Saleen cars, which include special models of the Mustang, Camaro and Challenger. And also about a replacement for the S7 super car. But we were pleasantly surprised when he spent his time at the podium talking about his early racing experiences with his 1966 GT350s. The first car went from parking lot racer to street racer, to

open track car and a second car became a SCCA road racer. He showed dozens of pictures of his cars, depicting the series of modifications as well as the numerous color changes, some following off-road excursions when he was street racing. All were accompanied by humorous comments which many audience members could relate to. His remarks were well received.

The second portion of the program was dedicated to Hertz. We started off with SAAC's Hertz Registrar, Greg Kolasa, who shared some of the details he has uncovered while researching these cars. He served as something of a "Mythbuster" to debunk some of the "beliefs" that have grown up around these cars. Probably the one that hit home with most Hertz owners was the invalidation of the "Rent-A-Racer" designation. It was never used by Shelby or Hertz when the cars were new and he traced its use to beginning in the early-1970s and the rise of organized Shelby enthusiasm. It turned out that the stories of 1966 Hertz cars rented for a weekend and in which roll bars were installed so they could be road raced, were not able to be proven. They are the automotive equivalent of "urban legends." Likewise, Hertz cars which "donated" 289 Hi-Po engines to race cars and then after the race were re-installed into the rental unit before it was returned. Pure hokum.

SAAC racer Tom Yeager provided a more modest Hertz story that was, no doubt, true. He was campaigning a '66 Mustang notchback in a Trans-Am event when he experienced a mystifying carburetor problem. He spied a GT350 Hertz car parked in the paddock and before anyone knew what was happening, he and a crew member "borrowed" the carburetor from the car, whose owner was nowhere to be found. It turned out the car belonged to SCCA official John Bishop. The carburetor was returned after the race. Yeager decided to come forward only because the statute of limitations had expired.

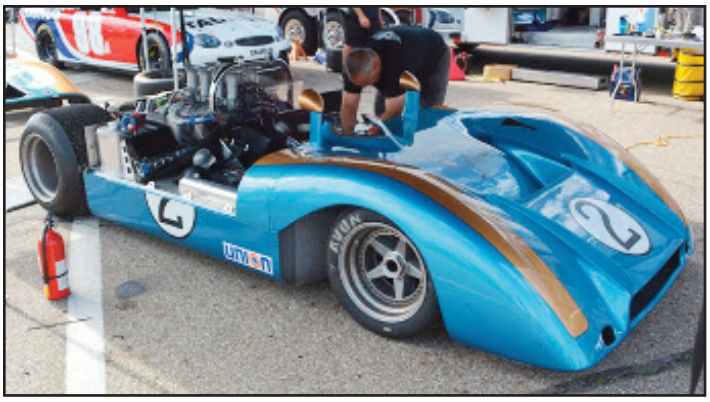
Kopec couldn't keep from jumping in with one of his Hertz memories. To make a long story short, basically he and Mel Wentzel rented a Hertz GT350 in Los Angeles and used it as a tow car for Wentzel's Cobra comp car the weekend of the ARRC at Riverside Raceway. A Sears trailer hitch was installed, the speedometer cable was neutered, and they used the car for almost a week before returning it with about 100 miles on it and running up a rental tab of less than $100. That's his story and he is sticking to it.

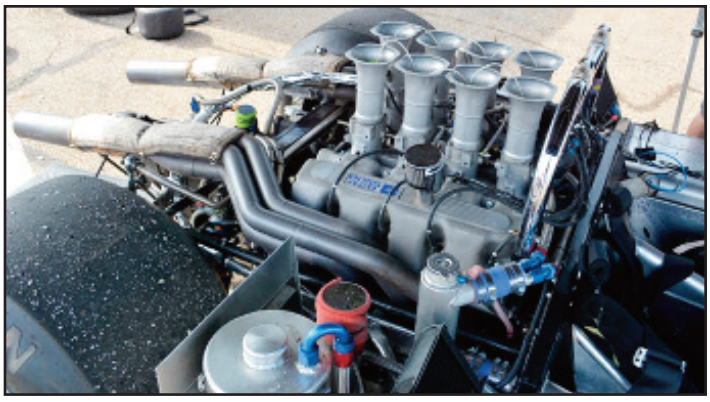
No batch of Hertz stories would be complete without hearing from Chuck Cantwell. When GT350H rentals started leaving the Hertz lots and rear-ending cars in traffic with some regularity, Cantwell was given the job of coming up with a fix for the problem and had to explain it to the DC DMV.

The third portion of the program was the most exciting and that's why it was saved for last. Patrick Kriwanek has written the screenplay for a movie about Carroll Shelby, Phil Remington and Ken Miles, the way they contributed to the Cobra's competition success and how that led to LeMans and Ford's victory in the 1966 event. He had a power-point presentation which showed pictures of some of the actors and actresses who were being considered for roles.

This is not a documentary but a serious drama about the interactions of these people and the rest of the individuals who played a part in the story; drivers and mechanics on the Cobra Team as well as movers and shakers at FoMoCo, from Henry Ford II to Lee Iacocca and Jacques Passino. Production is moving along and looks to be finding its way to a major studio. Shooting has not yet begun but an estimated completion date is about two years from now. If the timing is right, we've been promised a special preview at the SAAC convention just prior to its release.

As a special treat, Kriwanek read the first six pages of the script to give everyone an idea of what to expect. One of the takeaways from the film was that Ken Miles was robbed of the victory at LeMans due to a public relations decision by Ford's top management and an apparent error in the official lap charts. There have been a half-dozen other movie project about this period in time and these players but none has made it into production. This one was approved by Shelby prior to his passing. We're looking forward to it and will be providing SAAC members with updates on its progress.





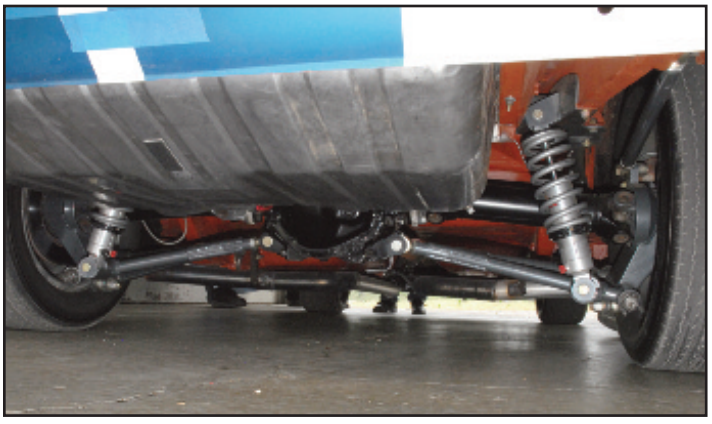
Having a SAAC convention during an SVRA weekend provides the opportunity to see race cars that would not otherwise be displayed at a convention. The Can-Am McLaren [*above*] was powered by a fuel-injected Boss 429 engine. Dan Gurney's Lola T-70 was motivated by a small block Gurney-Weslake engine.

Saturday was consumed by the popular vote car show. There were a lot of cars brought to the convention that haven't been seen before, either because past conventions were not convenient locations for a car owner or the car was only recently completed. No matter; seeing some of these cars up close made attending the convention worthwhile.

The voting ended at 12 noon and by 2 p.m. the trophies were awarded and cars were being pulled into trailers or GPS systems were being set for "go home." Of course, there was still vintage racing going on. The SVRA's schedule called for a race on Saturday afternoon and another one of Sunday afternoon for anyone who did not get their fill of unmuffled race engines.

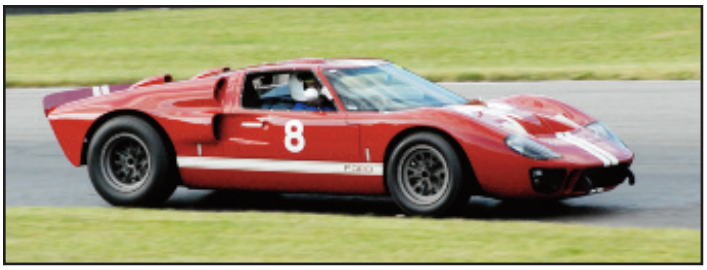
Ron Desko of Fairview, Pennsylvania brought his super-slick 427-powered Falcon. Ladder bars look exactly like the ones Bill Stroppe built for Shelby's drag GT350s.

The Original Venice Crew was there with two IRS GT350 R2 cars. These are re-imagined R-Models with a lot of Peter Brock tricks that he didn't have time to incorporate into the original R-Models. [*Left to right*] Randy Richardson, Duane Carling, Jim Marietta. Want one? They are taking orders.



Valvoline used a '66 GT350, 6S362 in ads in the '80s and it was displayed at shows. That's called unique history.

Ford built two "Battlebirds" in 1957. Today at least five replicas exist, including this one.



The mysterious Bumpersticker Bandit made an appearance at Mid-Ohio. His target was, again, Howard Pardee's R-Model. How does this guy get away with this without being seen?

John Baldwin drove his GT350 Hertz car with his daughter from Louisiana, turning the trip into an adventure. It gave her some insight into what the car and SAAC conventions were all about.

A new 2016 Hertz car was rented in Detroit, driven to Mid-Ohio and then run in the open track. There's one new Hertz car with some "track history."

Breaking in the next generation.

Convention photographers: John Baldwin, John Borzym, Jeff Burgy, Robert Cassling, Diana Duffee, Bill Fulk, John Guyer, JD Kaltenbach, Tim Kilinski, Greg Kolasa, Colleen Kopec, Troy Kruger, Pete Larkin, Bob McClurg, Steve McDonald, Howard Pardee, Dave Redman. Thanks, guys and gals.

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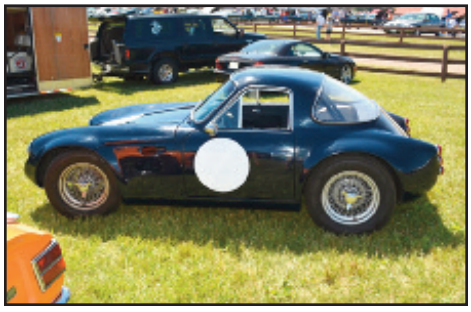

SAAC-41 POPULAR VOTE

Saturday, June 25, 2016

CSX2000 COBRA
1. Jay Galusha - CSX2285
2. David Karpik - CSX2060

COBRA COMPETITION
1. Jim Ward - CSX2574

CSX4000/7000/8000
1. Brian Simpson - CSX4079

GT40
1. Ted Baird - MK II Superformance
2. Jim Dolan - MK IV J-14

1965 Shelby GT350
1. Lawrence Shaffer - 5S416

1965 Shelby GT350 R-Model
1. Howard Pardee - 5R095
2. Marty Beaulieu - 5R098

1966 Shelby GT350
1. John Flieger - 6S854
2. Kevin Cauley - 6S1286
3. Richard Klein - 6S499

1966 Shelby GT350H
1. Doug Mather - 6S1938
2. Larry Ballard - 6S889
3. John Baldwin - 6S679

1967 Shelby GT350
1. Mike Russell
2. Rod & Melody Trembczynski
3. Glenn Hill

1967 Shelby GT500
1. Craig Shefferly

1968 Shelby GT500KR
1. Timothy Brillhart
2. John Cannon
3. Rodney Harrold

1969 Shelby GT350
1. Robert Zink - '69 Convertible
2. Dan Sliwinski - '69 Fastback
3. Eric Veard - '69 Fastback

1970 Shelby GT500
1. David Quinn - '70 Fastback

1969-1970 Boss 302
1. Steve Kramer - '70 Boss 302
2. Diane Tjelmeland - '69 Boss 302
3. Jon Haverty - '70 Boss 302

2007 - 2009 Shelby GT500
1. Fred Piluso - '07 GT500
2. Doug Burgess - '07 GT500

2010 - Present Shelby GT, GT500, Boss
1. Kevin Fulmer - '13 GT500
2. Paul Fix - '15 GT350R

2006 - Present Shelby GT & GTH
1. Greg Kolasa - '06 Shelby GTH
2 Richard Kolesko - '08 Shelby GT
3. Mark Badgley - '07 Shelby GT350-H

2005-2006 Ford GT
1. Tom Paxson - '06 Ford GT

1964 - 1973 Mustang/Stock
1. David Ice - '70 Mustang Mach I
2. Jay Collins - '66 Mustang GT350 Rep.
3. Rex Turner - '04 Mustang Mach I

2005 - Present Mustang Stock
1. Lee Underwood - '06 Mustang GT

1991-Present Special Edition Mustang
1. Nick Sullivan - '99 Roush Mustang

Cobra/GT40 Ford Replica
1. Kim McCartney - 427 S/C "Air Car"
2. David Wagner - '65 Cobra 289 Replica
3. Lee Cross - '65 Cobra 289 Replica

Shelby Mustang Replica
1. John Guinta - '65 GT350R Replica
2. Anthony Eldridge - '67 Mustang Coupe
3. Brandon Badel - '65 GT350R Replica

Special Interest Pantera/Tiger
1. Dominic Ciliberto/Diana Duffee -'73 Pantera
2. Ron Desko - '65 Falcon 427

Special Interest Competition
1. Fran Kress - '66 Ford GT MK I Spyder
2. Dan Rieter - '05 FFR Cobra Replica
3. Jack Smith - '65 Daytona Coupe Replica

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

As always, there were a lot of very interesting cars at SAAC-41. Rotating the conventions around the country makes it possible for a different batch of cars to be displayed each year. With voting held on Saturday morning, it's not possible to tally the votes and then photograph the winners in each class, so these pictures are only a representation of some of the cars that were on hand. There were more, of course.

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SAAC-41 VINTAGE RACE

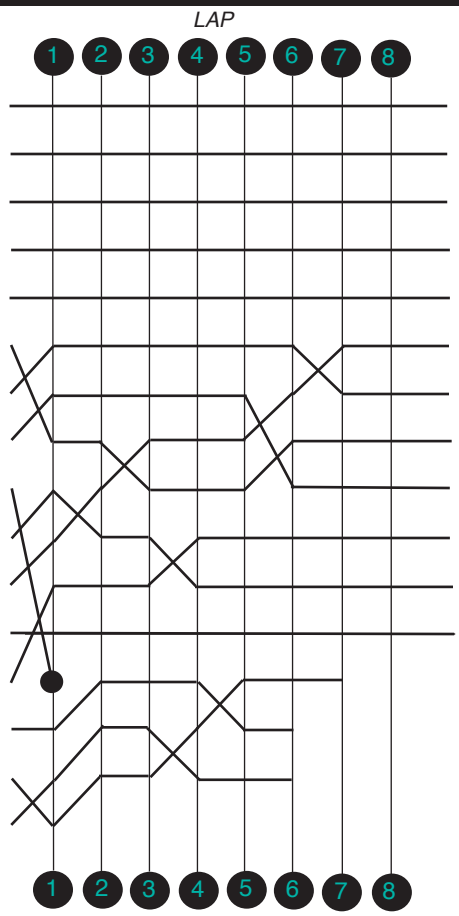
SAAC VINTAGE RACE OFFICIAL RECORD BOOK

SAAC-21 - Lime Rock Park	July 5, 1996	Jay Bentley	Woodstock, CT	'66 GT350 6S1841
SAAC-25 - Lime Rock Park/Shelby Race	July 3, 2000	Chuck Bentley	Dayville, CT	'65 GT350 5S371
SAAC-25 - Lime Rock Park/Cobra Race	July 3, 2000	John Morton	El Segundo, CA	CSX4118
SAAC-26 - Charlotte, Motor Speedway/Shelby Race	July 8, 2001	Race Cancelled due to Rain		
SAAC-26 - Charlotte Motor Speedway/Cobra Race	July 8, 2001	Race Cancelled due to Rain		
SAAC-27 - California Speedway/Shelby Race	July 7, 2002	Dan Luckow	Tarzana, CA	'66 Mustang
SAAC-27 - California Speedway/Cobra Race	July 7, 2002	Norm Cowdry	Camarillo, CA	CSX4185
SAAC-28 - Nashville Superspeedway/Shelby Race	May 25, 2003	Scott Hackenson	Trumbull, CT	'66 GT350 6S293
SAAC-28 - Nashville Superspeedway/Cobra Race	May 25, 2003	Kevin Rogers	Elizabeth, CO	CSX4180
SAAC-29 - Michigan International Speedway	July 4, 2004	Curt Vogt	Wallingford, CT	'66 GT350
SAAC-30 - California Speedway/Shelby Race	July 3, 2005	Ross Thompson	Phoenix, AZ	'65 Mustang
SAAC-30 - California Speedway/Cobra Race	July 3, 2005	Joseph DiLoreto	Paramount, CA	McLaren M6
SAAC-30 - California Speedway/A/Sedan Race	July 3, 2005	Boris Said	Carlsbad, CA	'69 Super Boss
SAAC-31 - Virginia International Raceway	July 3, 2006	Doug Richmond	Newark, DE	'66 GT350 6S1870
SAAC-32 - Miller Motorsports Park	July 8, 2007	Tom Mabey	Woods Cross, UT	GT40 MK I
SAAC-33 - New Jersey Motorsport Park	Aug. 17, 2008	Curt Vogt	Wallingford, CT	'66 GT350 - 5S050
SAAC-34 - BeaveRun Motorsports Complex	Aug. 8, 2009	Curt Vogt	Wallingford, CT	'69 Boss 302
SAAC-35 - Infineon Raceway/Trans-Am Race	Aug. 28, 2010	Forrest Straight	Los Gatos, CA	'69 Boss 302
SAAC-35 - Infineon Raceway/Vintage Race	Aug. 29, 2010	Tom Barnard	Las Vegas, NV	CSX4181
SAAC-36 - Virginia International Raceway	May 29, 2011	Dennis Olthoff	Mt. Ulla, NC	Superf. MK II
SAAC-37 - Watkins Glen International	June 8, 2012	Dennis Olthoff	Mt. Ulla, NC	Superf. MK I
SAAC-38 - Auto Club Speedway/Shelby-Cobra Race	July 5, 2013	Lorne Leibel	Willowdale, Ont.	CSX2349
SAAC-38 - Auto Club Speedway/Trans-Am Race	July 5, 2013	Michael Martin	San Juan Cap, CA	'70 Boss 302
SAAC-39 - Road America	May 16, 2014	Curt Vogt	Wallingford, CT	'70 Boss 302
SAAC-40 - Pocono International Raceway	Aug. 21, 2015	Gary Moore	Bethlehem, PA	'65 GT350 6S177
SAAC-41 - Mid-Ohio Sports Car Course	June 24, 2016	Curt Vogt	Wallingford, CT	'70 Boss 302

SAAC-41 VINTAGE RACE - OFFICIAL RESULTS

STARTING GRID

1	CURT VOGT, Wallingford, CT..... '70 Boss 302	23
2	SCOTT HACKENSON, Trumbull, CT..... '67 Mustang Notchback	317
3	ANDRE AHRLE, Monte Carlo, Monaco..... 427 Kirkham Cobra	91
4	DONNIE MAULL, Milford, DE..... '66 GT350 - 6S483	21
5	FRANK MARCUM, Lexington, KY..... '66 GT350 - 6S564	314
6	MARC SHARINN, Wantagh, NE..... '65 GT350 - 5S067	49
7	BRIAN KENNEDY, Cannon Falls, MN..... '70 Boss 302	22
8	JOHN MCCORMICK, Nashville, TN..... '85 AC MK IV	28
9	STEVE HUGHES, Mequon, WI..... '65 Mustang Notchback	79
10	RICHARD KURTZ, Hudson, WI..... '65 Mustang	87
11	TOM SHELTON, Ft. Lauderdale, FL..... '66 GT350 - 6S1838	10
12	HARRY McPHERSON, Statesville, NC..... '65 Mustang Fastback	333
13	TOM BLEECKER, Lake Mills, WI..... '66 Mustang Fastback	165
14	LARRY CORDA, Wellesley, MA..... '66 GT350 - 6S172	72
15	CHRISTOPHER ZAPPA, Pittsburgh, PA..... '69 TVR Tuscan	29
16	HARVEY GORDON, Wrentham, MA..... '66 GT350 - 6S043	043



FINISHING POSITION

1	CURT VOGT
2	SCOTT HACKENSON
3	ANDRE AHRLE
4	DONNIE MAULL
5	FRANK MARCUM
6	TOM SHELTON
7	BRIAN KENNEDY
8	MARC SHARINN
9	MC CORMICK
10	BLEECKER
11	KURTZ
12	MC PHERSON
13	ZAPPA
14	CORDA
15	GORDON
DNF	HUGHES

John McCormick, Nashville, TN

Larry Corda, Wellesley, MA

Scotty Hackenson, Trumbull, CT

Christopher Zappa, Pittsburgh, PA

Harry McPherson, Statesville, NC

Tom Shelton, Ft. Lauderdale, FL

Tom Bleecker, Lake Mills, WI

Curt Vogt, Wallingford, CT

Marc Sharinn, Wantagh, NE

Harvey Gordon, Wrentham, MA

Richard Kurtz, Hudson, WI

Frank Marcum, Lexington, KY

Andre Arhle, Monte Carlo, Monaco

Donnie Maull, Milford, DE

Brian Kennedy, Cannon Falls, MN

Steve Hughes, Mequon, WI

Photos: M.M. “Mike” Matune, Jr. and Bob McClurg

SAAC-41 CONCOURS

FRIDAY, JUNE 24, 2016 OFFICIAL RESULTS

1965 SHELBY

John Sloane; Feeding Mills, MA - 5S028 - Gold
John Sloane; Feeding Mills, MA - 5S383 - Gold
Jim Fillback; Monfort, WI - 5S455 - Silver

1966 SHELBY

Jeff James; St. Charles, MI -0 6S1336 - Gold
Chris O'Neal; Sellersburg, IN - 6S714 - Bronze

1967 SHELBY

Mike Joyce; Mendota Heights, MN - 67402F2U00944 - Gold
Mark Cowan; Windsor, Victoria, Australia - 67200F20082 - Gold
Jim Maciaczek; Sagamore Hills, OH - 67210F3A00012 - Gold

1968 SHELBY

Robert Cassling; Pacific Palisades, CA - 8T03R203118-02340 - Gold
Rick Nash; Frankenmuth, MI - 8T02J149343-01142 - Gold
Mitt Layton; Ponte Verde, FL - 8T02R206151-03391 - Gold

BOSS

William Deary, Jackson, MI - KK#1464 - Gold
Mark Myers; Westminister, MD - KK#1522 - Gold

PREMIERE CLASS

Boss 429 - Authenticity Award Winner
Rick Campbell; Greenwood IN - 0F02Z143259 - Gold
Boss 302 - Authenticity Award Winner
Mike Bauman; Pittsgrove, NJ - 0F02G119333 - Gold
Boss 429
Tom Marcucci; Wixom, MI - 9F02Z159750 - Silver

Note: highest point cars in each class are listed in descending order

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

Premiere - Boss 429/Auth. Award- Rick Campbell - 0F02Z143259

Premiere - Boss 302/Auth.Award - Mike Bauman - 0F02G119333

Premiere - Boss 429 - Tom Marcucci - 9F02Z159750

Gold - '65 Shelby - John Sloane - 5S028

Gold - '65 Shelby - John Sloane - 5S383

Gold - '67 Shelby - Mike Joyce - 67402F2U00944

Gold - '66 Shelby - Jeff James - 6S1326

Gold - '67 Shelby - Mike Cowan, 67200F20082

Gold - ‘68 Shelby - Robert Cassling - 8T03R203118-02340

Gold - ‘67 Shelby - Jim Maciaczek - 67210F3A00012

Gold - ‘68 Shelby - Mitt Layton - 8T02R206151-03391

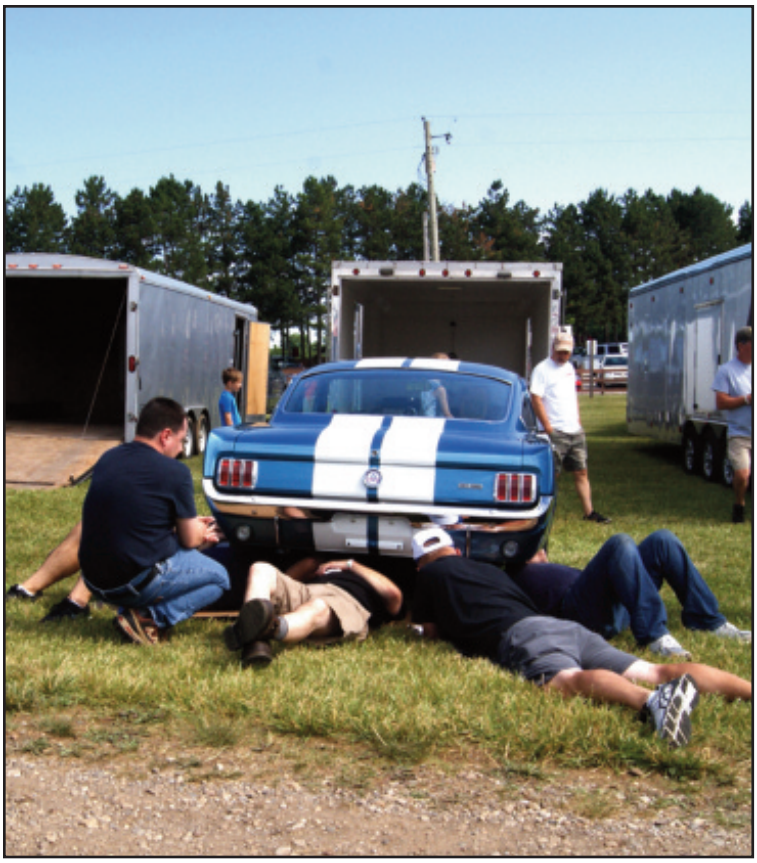
Gold - ‘’68 Shelby - Rick Nash - 8T02J149343-01142

Gold - ‘69 Boss 429 - Mark Myers - KK #1522

Gold - ‘69 Boss 429 - William Deary - KK #1464

Silver - ‘65 Shelby - Jim Fillback - 5S455

Bronze - ‘66 Shelby - Chris O’Neal - 6S714



"Aw, c'mon Jim – it was only a quarter..."

SAAC-41 CONCOURS CHAIRMAN

Jim Cowles

SAAC-41 HEAD JUDGE

Bob Perkins

SAAC-41 JUDGING TEAMS

1965 Shelby Lead Judge
Charles Turner
Judges
Jeff Speegle
Phil Beresford

1966 Shelby Lead Judge
John Brown
Judges
Jim Wicks
Ben Waggoner
Tom Belshan
John Trsar

1967 Shelby Lead Judge
Bob Gaines
Judges
J D Kaltenbach
Ron Wheeler
Jeff Mays

1968 Shelby Lead Judge
Peter Disher
Judges
Rodney Harrold
S Phillips
Don Bell
Chris Thauberger

Boss Lead Judge
Marcus Anghel
Judges
Dave Riley
Terry Snider

CONCOURS VOLUNTEERS

Julie & Jeff Yergovich
Trish Judson
Mike & Harriet Shally

CONCOURS PHOTOGRAPHER

John Guyer

Vincent Liska

The Best Known Name in the Club? It just might be SAAC's 1968-1969-1970 Registrar

– Rick Kopec

If you've ever run the open track event at a SAAC convention, you know Vinny Liska. He has been overseeing SAAC's Tech Inspection at the convention since the club began scheduling open tracks at SAAC-5 in Dearborn. Every time the club lets a car out on the track to run at speed, it is rolling the dice that the car is mechanically safe. The people at Tech Inspection help keep those odds in the club's favor.

A serious accident or fatality out on the track could tie the club up in legal knots that could result in the end of open tracks as well as the financial gutting of the club. That's the downside. What's the upside? Hundreds of members every year get to experience the visceral thrill of driving their car on a road race circuit as fast as they feel comfortable going. How fast is that? There have been 427 Cobras that have touched 180 mph. A serious inspection of each car is made to uncover worn or unsafe components which have to be repaired before the car is allowed on the track. The tech inspection process is overseen by Liska, who gives the final thumbs-up or thumbs-down. The buck stops with him, and it has for the past thirty-five years. In that time, not once has a car been involved in an on-track incident due to a mechanical malfunction that was not caught in tech inspection.

If you own a 1968, 1969 or 1970 Shelby you probably have Liska's picture on your mantle. He is SAAC's '68-'69-'70 Shelby Registrar and has been responsible for digging out factory information on every one of these cars, sifting through the sand and finding the gold. When he talks about how dealers handled orders or how the factory fulfilled them he speaks from experience. He was the original owner of a '68 GT500 and a year later bought a '69 GT500 that he drag raced. In fact, he still holds the record for F/Pure Stock at New York National Speedway

and because that track no longer exists, his record will never be broken.

Like most of us, Liska was always interested in cars. His father worked on cars in the neighborhood in New Jersey (back when anyone who could open a hood could do that). He had learned a lot from his time in the Army, assigned to the motor pool. He worked on his own cars and soon word spread in the neighborhood and he became the go-to guy for mechanical work. Young Vincent picked up a lot just from watching him and soon was helping.

His father wanted to get him a car after high school, before he got drafted (in 1967 that was a pretty sure thing), and took him to look at a Rambler. Rather than submit to that type of automotive humiliation, Liska said he would wait to get a car after he got out. In its infinite wisdom, the Army assigned him as a typing instructor at Ft. Gordon, Georgia. It was a tough job, but somebody had to do it. In his time off he mostly read car magazines and tried to decide what kind of a car he would get after he left the service. He had it narrowed down to a Jaguar XKE, a Corvette or a Shelby. As he got close to exiting the military he had decided on the Shelby because it had a good size trunk and a back seat.

He lived frugally while he was on active duty, sending all of his money home except for $20 a month. When he got out he was 21, so he immediately went to the local Ford dealer and ordered a new Shelby GT500, Highland Green with a black interior and a four-speed. After putting down a $2,000 deposit, the monthly payments were $60 a month. About a year after getting the car, a river in the town he worked in backed up and flooded. His Shelby was one of the casualties. The water got up to the dashboard, but not over it. The dealer did an excellent job of cleaning the car up but it began experiencing electrical

problems. The engine was never started after the flood and all fluids were drained and refilled. It was running three days later. But once the electrical problems began cropping up he traded it in on a 1969 GT500. [Note: he sold the car two years ago; it only had 22,000 miles on it.] This was the car he drag raced frequently at New Your National and held the F/Pure Stock class record at 13.89 seconds.

SAAC: You have acquired a large footprint in this club. You own Tech Inspection, are one of the New Jersey Region's officers, are a SAAC Registrar and served on the club's Board of Directors from 1991 to 2008. Where did you come from?

LISKA: I joined the club after Downingtown in 1979. I didn't even know there was a Shelby club at that time but heard about the event. I slept in my car and the people at the motel I was parking at were very helpful. They let me use the rest room and wash up. I had a great time at that convention and I said to myself, "*I don't think I'll miss another one of these.*" And I haven't. But now I get a room. I've driven at most of the tracks and can't imagine having a better time.

SAAC: There is a story that you once drove from New Jersey to a convention in Dearborn on one tank of gas. True or urban legend?

LISKA: True. Not that I was trying to be "Mr. Economy" but I was being efficient. I just wondered if I could do it. I had my '69 GT350 convertible, with a 351 – not a 428 big block. The car was a four-speed to begin with but I put a Grenada transmission with overdrive, which was a bolt-in deal. I changed the rear end from a 3.00 air conditioned that it was to a Lincoln 2.50 rear so in fourth gear in overdrive I was probably down to a 1.87 final ratio. At 75 mph I was doing 1350 rpm. The carburetor they had put on those 351s had small primaries and large secondaries, so when you're running on the primaries you get pretty good gas mileage. I was feathering it and coasting down hills when I could. I went out with a bunch of guys, caravanning together. When they stopped for gas I just sat in the station waiting for them. The total mileage was 622 and I had a 20-gallon tank in the car, so that works out to 31 miles per gallon. As I got into Dearborn and found my way around I found a gas station and thought I better stop. As I rolled into the gas station the car stalled.

SAAC: You volunteered to take Shelby to the airport at one convention, and as we recall, it was hot out so your car with air conditioning was perfect.

LISKA: I was driving in the "fuel economy" mode and Shelby was wincing at the low rpms. "*C'mon - shift this thing down and give it some gas,*" he said. "*I never made an economy car.*"

SAAC: How did you get involved with tech inspection at the convention?

LISKA: After Downingtown I found myself wanting to do a little more than showing my car. I enjoyed that, but I wanted to get more involved in helping. At the convention out at the Utica test track I got to help Jeff Burgy at tech. It was fun: shake the tires to check the wheel bearings, check the helmets and seat belts, brake lights, extra throttle return springs, overflow cans. It was easy, mostly visual, and I got to be there all day and see the cars up close. I remember at one of the Pocono events, one guy's steering was very, very loose. I wasn't comfortable with it and after looking at 400 or 500 cars you get a feel when something is wrong. I told him that I thought there was a problem with something feeling loose. One of the other guys, maybe it was Jeff Kaplan, said to the owner, "*C'mon, I'll help you look at it.*" He stuck his hand down near the steering column and came out with the guy's rag-joint in his hand. All the bolts were loose. I felt that because we were dedicated enough to say, "*Something's wrong here – please look at it*," we probably saved him and his car from a serious crash. When we tell a guy that his wheel bearings are loose and he looks at us funny because he has supposedly gone all over his car, we're just not saying it to say it; something is wrong and it needs to be looked at. The last thing you need is a failure at 100 mph. Especially in a turn.

Englishtown Raceway Park is a stone's throw away from Liska's house and as a long time drag racing enthusiast he has developed an excellent relationship with the track. He assists in putting on annual Ford show and makes his car available when race queens require transportation in parades and other track activities.

SAAC: The way tech is run at a SAAC convention, it's a friendly relationship between those working tech and the participants who want to run on the track. It's not an adversarial relationship, an initiation or a gauntlet that has to be run. People get a sense of that.

LISKA: Most of the people who come through tech appreciate it, even if they think we're giving them a hard time on some of the smaller things. It's beneficial and no one has missed any track time because they had to put tape on the positive post of the battery terminal or if the wheel bearings have to be tightened. We get everybody out there. And some people even come back to thank us for finding things that need attention.

SAAC: When we first started putting the registry together Doug Waschenko was the 1968 registrar and Jim Cowles handled the 1969-1970 cars. They did a great job of setting things up, establishing a format and taking information from club members who responded to our requests for information on their cars. At that time we were limited to only getting information from owners who responded to us. And with 4,451 1968 cars and 3,150 1969-70 cars that was a fairly large number – although not even close to the total number of cars produced. The registry consumes a great deal of time and no one can understand that until they start doing it. Jim Cowles was spending more and more time on his Shelby parts business and by the time we were putting together the 1997 edition, he asked to be replaced. We didn't have far to look. As an original owner, Liska was a natural choice. Once in a while you could pick up information from a magazine article or a classified ad, but as a rule, in those early days most owners didn't attach a special significance to their cars' serial number the way Cobra and early Shelby owners did.

LISKA: They knew their car was a Shelby but they often didn't know much of its history before they owned it. And they didn't really know how the cars fit into Shelby history, how many were made of a particular combination of colors and options and things like that.

SAAC: There were certainly a lot of blanks to fill in. But then something happened that changed all of that.

LISKA: In 1994 we got microfilm from Ford. Prior to that Howard Pardee had developed a contact at Ford's archives in Dearborn with the archivist. After a visit, she felt very comfortable with him and allowed him to look through some of the files they had. They provided the use of a copy machine but there was so much there it was more than one person could handle. So he brought me with him on the next visit. We immediately hit it off because she had a dog and I love dogs. She also saw in me the same dedication Howard had. We were trying to preserve an important part of history and she thought that she could be of help. She let us look at all the stuff that was in the archives. They were housed in the Highland Park storage center which was Ford's old tractor factory. The building was a mile square and six floors high. If you set up an assembly line it would be thirteen miles long. Each Ford department has a storage space that was a specific size. They could put as much stuff in their space as they wanted but they could not get any additional space. So as new documents arrived, older things had to be thrown away to make room for them, and there was no way to tell if anything thrown away was historically important. The archivist we were talking to knew, generally, what she had but did not have the time to organize it and inventory it and record it for history. But she saw, in Howard and I, two people who were seriously dedicated to history and would be able to make use of the material. In the beginning, she would ask her boss if she could give Howard and I documents and files and he said no. But eventually she became the boss.

SAAC: How many times had you been there?

LISKA: Howard had probably been there a dozen times. I went there twice. She would let him look at things individually and he was picking up a lot of information. We went over to Highland Park to review anything she had there that she may have overlooked, so we could feel comfortable that, "*Ok, we got it all.*" She called ahead in advance and there was a gentleman who signed us in. He gave us a little box with twenty-six microfilm tapes. They were Shelby warranty service records from 1967 to 1970. He handed it to me and said, *"You guys might want this.*" It was just reels of film, 9mm, with a little square on every frame. We realized what it was because it said "Warranty Service" on each reel. We figured there was some good information there but we needed to find a machine we could view it on. My local library had a microfiche machine where reels could be viewed, frame by frame, and each frame could be copied. For a price. Even at 5¢ a frame, with 26 reels and each one with, maybe 100,000 frames on it, that adds up to a lot of money.

SAAC: What kind of information was on these warranty microfilms?

LISKA: When someone took their car into the dealer with a warranty problem – anything from a taillight that wouldn't work or a loose interior mirror to a blown engine or clutch – the service manager filled out a warranty form: the date, owner's name and address, car serial number, mileage and description of the problem. The dealer's name was also on the form. When the car was repaired under the warranty, a work order was written, describing the work performed and the cost of parts and labor.

SAAC: It must have been frustrating, knowing all this information was available on these reels but you could only see them, not get actual copies.

LISKA: I immediately started looking for a microfiche machine of my own. A friend in the club who lived nearby, Pete Larkin, got me an old DataMate 400 from where he worked. It was a microfiche reader; I could see each frame of the microfilm but had no ability to print anything. I had to modify it a little to run the reels through it flat, and spool them back onto an empty reel. But as I was pulling the film through, I could see each frame on the screen. I was getting VINs, origi-

nal owners' names and addresses and whatever was done to the car: replace an alternator or even a complete engine. Obviously this information would be important to the present owner. Somebody might think his car had the original engine but the warranty information shows that the block was replaced at 7,000 miles.

SAAC: How were you recording this information?

LISKA: I was writing it down, longhand. I was sitting in front of this screen for five years, sometimes from 6 or 7 in the morning until midnight. I'd knock off and go to sleep and then get up and go back to it the next day. I found it so fascinating because it enabled me to fill in so many blanks on cars we knew nothing about.

SAAC: So this information answered a lot of questions about production.

LISKA: It answered questions like, did Ford really put 427 engines in 1968 GT500s. A lot of owners thought it did, but this warranty information showed that it did not happen. Suddenly we had all of the serial numbers and everything that was done to the cars. We could now fill in the colors, because we didn't have them for every car. We knew things like transmissions, rear ends and every option that was on a Ford document.

SAAC: This was all done before we created a computer database for registry information.

LISKA: Yes. I had 3" x 5" file boxes and I typed the information onto cards. Not that my handwriting was difficult to read, but typing was just neater and easier to read.

SAAC: So you had information on every 1968, 1969 and 1970 Shelby.

LISKA: Almost every car. Some owners never took their car in for warranty service. But there were shipping memos: if six cars were shipped by Hadley Freight to a certain dealership they were listed by VIN. So we could determine the selling dealer. We were also able to get copies of Lois Emminger's documents.

SAAC: And for those who may not be familiar with than name. who was she?

LISKA: Lois Emminger worked for Ford Motor Company and I think her boss had something to do with copyrights. He was a big shot at Ford and if he sent her somewhere to get something, whoever she was dealing with jumped, because they knew who he was. She had worked her way into a lot of things that nobody else was able to get to. She got to ride in the first Ford GT40 before Henry Ford II, who was standing there waiting for his turn. She had a lot of contacts. She was also an early T-Bird enthusiast, and was able to find some of the records through the archives, of the 1957 T-Birds. She saw a market for this and in the process of still being able to store her stuff at the archives, because there was room there that she didn't have at home, she found invoices for all of the early Mustangs, Torinos, Cougars and the 1968-1969-1970 Shelbys.

SAAC: So, she started offering copies to owners?

LISKA: The copies she sold were initially cheap – $20 or $25. You would get the #6 copy, but it was the real one, on Ford paper. The first copy was the window sticker for the car. The copy Lois sold was the accounting copy, which was a carbon of the first copy. There were a half dozen copies for each car; they went to various departments.

SAAC: Once Lois sent someone the copy she had, did she have anything to represent the car?

LISKA: She made a copy for her files. She also saw that Howard and I were trying to protect the integrity of the cars, so she trusted us. She said she would loan me all of the invoices for 1968, 1969 and 1970 Shelbys. I agreed that they would be used only for research; I wouldn't be offering them for sale to owners. And I would put them in order because she had never thoroughly sorted them and complained of having trouble finding some of them. I drove to Michigan one Friday with Pete Larkin, Greg Kolasa and Carol Padden. We picked up the boxes from Lois and checked into a Red Roof Inn in Dearborn with a small copier we had brought, two boxes of copier paper – not reams but boxes of reams, and some extra toner. For two days straight, four of is made a copy of everything. The copier was running full time, and we were sorting and putting the invoices in order. We would take turns going out to eat. Every time someone would press the button to make a copy the lights in the room would dim. When the housekeeper came to clean the room we told her to just do a quick job and give us clean towels. We stepped outside to let her clean the place so she wouldn't worry about being alone in the room with a bunch of thugs. When she finished, she said, "*What are you guys doing in there? Running a business?*" We said we were just making copies but she didn't understand that.

SAAC: How many copies did you think you made?

LISKA: We used most of the paper so we must have made 10,000 copies on a little, used copier. Pete knew how to maintain it, to clean a wire to keep the copies legible and to keep it from jamming. We worked for two days and nights making copies. The trade-off for Lois was that she would get them back organized by serial number because they had been sorted by dealer. She appreciated that.

SAAC: Is Lois Emminger still around?

LISKA: She passed away in 2005. All of the Mustang and Shelby paperwork she had was purchased by Kevin Marti. When someone purchases original factory paperwork from him, that's where it came from.

SAAC: You acquired knowledge by repetition, by looking at each invoice and sorting them. Today, somebody gets a registry and looks at all of the serial numbers in order, and they have no idea how they got into the registry.

LISKA: Exactly. How long it took to put it all together, and all of the ways that individual pieces had to come us before we were able to get it to that point. The final outcome, to me, is still amazing. I find that when I'm talking to a new owner, I am still experiencing that thrill of putting another piece of the puzzle together. And I can tell this new owner who the car's original owner was and after these cars changing hands a number of times over the

past, almost 50 years, he has no idea.

SAAC: Back between the 1987 and 1997 copies of the registry, we began putting together a computer database for each registrar. Each of the cars were different but the layout of the separate databases had to be consistent. Doug Waschenko was doing the 1968 cars and he probably had the most difficult time.

LISKA: Yes, because he had the most cars. He had the most owners trying to tell him he was wrong about specific details of their car (he had the wrong color or the original engine was a 427 – all things easily refuted by the factory documents). This was when faxes were popular and emails were just becoming widespread but they had not yet replaced the telephone. The sheer volume of cars made 1968s the most difficult to deal with. Between his job as a contractor, a wife and two kids and trying to find time to work on his own car, Waschenko was finally against the wall. He had to give up the registry.

SAAC: Where it started as a hobby, it slowly changed into a responsibility that had a way of taking over your life.

LISKA: It can be rewarding. Telling an owner something about their car they didn't know always makes you feel good. But on the other end, some owners are not happy to hear that things they thought about their car – like the original color, mileage or options, do not agree with factory information. And they start arguing.

SAAC: When '68 registrar Doug Waschenko reached the point where it was impossible for him to continue making the commitment of time and energy, he asked us to find a replacement. We were not looking forward to conducting a search, because if we accurately described what was demanded of a registrar – and expecially the 1968 registrar with 4,451 cars – no one would agree to do it. We were surprised when you stepped forward to take it on.

LISKA: Well, I knew what was required. It was doubling my workload. I had to spend another three years entering the 1968 cars' warranty service information. But I have to tell you, every time you get to fill in a blank about some piece of information it made you feel good. You get that much closer to assembling the entire puzzle. It is still rewarding to me, today. When I go back and look at some of the microfilms, when an owner requests additional information, I am able to look at them a lot closer than I did originally. And I'm seeing things I had not noticed. For example, there were memos about the 1969 GT500s that caught on fire because of the exhaust backfires. Now I pay more attention to the small tidbits, whereas before I was focused on pulling out only specific types of information.

SAAC: So, you are still able to go through those reels of microfilm?

LISKA: Yes.As a matter of fact, I'll be going to the library tomorrow to copy some information for an owner. I'm glad the library still has that microfiche machine. I looked up on line to see what it would cost to purchase one that printed the image out. I was thinking it might be a couple of hundred bucks. It was $15,000.

SAAC: Just off the top of your head, how many cars are still "owner unknown" today?

LISKA: When I got the files from Doug I think there were about 800 owner unknown cars. Today I'm down to less than 200. I'm sure there are about 100 owners who, for whatever reason, don't want to tell us that they own the car. There are still people who are afraid that once they tell us their name and where they live, they will have people showing up at their front door wanting to see the car. If someone wants to keep their information confidential, we won't print it or tell anyone, but they still don't believe us.

SAAC: We don't know of one case where someone claimed somebody got information on them or their car from the registry and were prowling around their house.

LISKA: I haven't, either.

SAAC: With the present interest in auctions – on-line or live – has the request for information increased?

LISKA: Yes. As an example, three cars were recently entered into the May Mecum auction in Indianapolis. I was contacted by someone who knows that two of the cars are not real.

SAAC: By "not real" what exactly do you mean?

LISKA: "Not real" means a Mustang which is converted into a Shelby by the addition of Shelby-unique parts and Shelby serial number VIN tags. In this case, these two cars were already in the registry, owned by entirely different people. The original cars existed. One owner is the original owner who has all of his registrations, warranty service records. And yet a car with the same serial number is trying to be sold at an auction. Frank Mecum called me and said that someone called him saying that they had three cars that may be in question. I asked him to give me the VINs. I have a question on all three. They have been rumored to be somewhere else and someone had access to the facility and took pictures of the VINs. I told him that I have an original owner who can prove he has owned his car since Day One. And yet someone in another state is selling it at auction? Something is wrong. I gave him the phone number of the two owners we had on file. One was the original owner and the other was presently at the Charlotte Auto Fair showing his car. I suggested he call them and speak to them himself. An hour later all three cars were removed from their catalog.

SAAC: It really does not make any sense for someone to refuse to provide a registrar with information on their car. Someone could have their car safe in their garage without any question of their ownership, and unbeknownst to them, another car with that same serial number is being auctioned off 2,000 miles away. All the security in the world cannot stop that from happening. With the values of these cars increasing – today they are selling for $100,000 or higher – potential buyers are naturally asking more questions about them. Do you think the high values result in more bogus cars or ones whose VINs have been tampered with?

LISKA: I don't see this as a major problem today, at least not as much as it was twenty years ago. Back then,

bogus cars came up about once a month (although in many cases it was the same car). Now we catch someone, maybe, once a year. There are just fewer bad cars out there now than there once was.

SAAC: Because with the registry and the increased amount of information the registrars know, it is harder to get away faking a car.

LISKA: Maybe you can fake the car but you can't fake the history. Federal law said, as of January 1, 1968, a car's VIN had to be stamped on the fender aprons, engine block and transmission. These aren't secret numbers. However, if they are not on a car the question is, why not?

SAAC: Do you get involved with the club's concours car show at the convention?

LISKA: Not with things like part numbers or the finish on certain parts. But the concours chairman may come to me to ask about the history of a particular car: what was the original color or original equipment? Other individuals in the club are more knowledgeable than I am when it comes to part numbers or the nit-picky questions. Guys like Ed Meyer or Pete Disher. They are very knowledgeable and are happy to answer questions, and owners bringing their cars into the concours are happy to have someone to turn to who can provide specific answers.

SAAC: It is sometimes hard for an owner to believe that someone who doesn't own the car might know more about its history than they do. Especially after almost 50 years.

LISKA: A new owner contacted me about his car to see what I knew. This guy works for NCIS, the Navy's investigative arm, and when I started telling him things about his car he said, "*How do you know who the original owner is? I have access to the government's records and I don't even know that.*" I told him we have a wide net. We can tell who an original owner was because of the warranty records. But if a car has had ten past owners, we might not be able to tell who #s two through six were. A lot of information surfaces on eBay and we put anything that has a VIN connected to it into the registry database.

SAAC: Where do you see the registry and Shelbys in general going in the future? There are really two futures: the near future and the far away future. What do you see in the near future?

LISKA: I don't see things changing that much. The market seems to be coming back for Shelbys slowly. Hot items right now are Chevelles and MoPars, but we had our hot period ten or fifteen years ago and now it's kind of their turn. I remember the story about, I think it was a '66 L-88 Corvette, and nobody knew how many there were. Somebody stumbled on a factory record – and it didn't come through GM providing it – and there were only 20 of them made. I saw more than 20 L-88s go through the Mecum auction in one weekend [*Laughs.*] Stuff is changing. Cars from the 1950s were hot at one time, and then restomods. Now, not so much. But I think the market is still good for Shelbys. The cars that bring the top dollar are the ones that are correct: the right parts, the right VINs, the right detailing and markings. Those are the cars that bring the most money.

SAAC: Are most of the new owners who contact you younger or are they in the 50 to 65 demographic, the one a lot of us old-timers see when we look at the hobby?

LISKA: They're not as old as I am. [*Liska recently turned 70.*] They are younger, and they are anxious to learn about these cars. Every time I can give someone some information they didn't have before you can hear in their voice that they are happy to know it. If you can show someone their car's VIN on a piece of paper, it's something he can hold in his hand, show his friends, and put it on a display board that he can stand next to his car.

SAAC: Naturally, as the registrar you have combed the files for information on your car. Have you found anything you didn't know?

LISKA: As a matter of fact, I did. Back when my '69 GT500 was new and I was drag racing it, not that I was especially hard on it, but every once in a while the shifter would get stuck in reverse. I was still using the car for work, but it wasn't more than a mile away. It got sloppy from racing and would get stuck between first and reverse and it wouldn't move. The car

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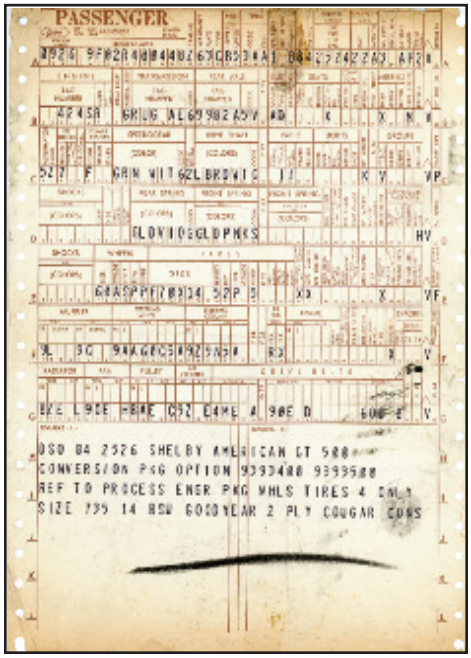
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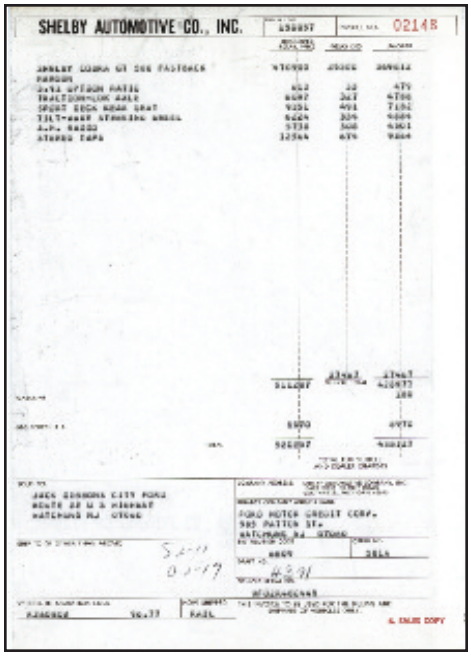

SHELBY AUTOMOTIVE CO., INC.

was still under warranty so the dealer came out and towed it in. The next day I got it back and they had done something to the transmission and it worked fine. When I got the microfilm, one of the first things I did was look for my car. I noticed that on the warranty form there was a lot more work than I remembered. And it wasn't my signature on the form! And sure enough, that dealer got closed down by Ford Motor Company. They came in and locked the doors because of fraudulent service warranties.

SAAC: What car is the most searched-for Shelby?

LISKA: Without a doubt, the pink car Playboy gave to Connie Kreski in 1969. Although she died in 1995 (of a blocked carotid artery), the latest piece of information I have is her address in Los Angeles, which I got from the microfilm, because Ford wanted to send her the car's registration which she never received. And you need that in California. On one of my trips to a Southern California convention I was going to drive by the place to see if there was a garage nearby and ask around to see if anyone had seen a pink Shelby running around years ago.

SAAC: So, you were going to stalk her.

LISKA: Not really, because she had been dead for ten years. Just before I was ready to leave on that trip someone published an article that said her agent never got paid for his services so he took the car in exchange. Supposedly the car is in Mexico and is in primer. It's not even pink anymore. Finding that car would make someone very happy.

SAAC: Has anyone made a "tribute car"?

LISKA: No, but I've heard talk about a couple of different guys thinking about it. But nothing yet. For years I attempted to contact the Playboy Club, just trying to research an article on the car but I couldn't get any kind of response. I did find something on the warranty service microfilm. A Pastel Gray GT500 automatic with no A/C had a note attached that said "*Playboy car – paint pink*" and the pink paint code was noted. The serial number that we never could get out of Playboy was on the invoice.

SAAC: Do you get the feeling that you've gotten about as much information about these cars as you're going to get?

LISKA: Cars keep changing hands, so there will always be updates on new owners, and if they get restored, repainted, pictured in a magazine or win a car show here and there, we'll update the registry's individual history on that car. But for us to get something new, as in *Stop The Presses! This Changes Everything!* I can't see that happening. I think aside from small details we pretty much have everything we're going to get. And it's an amazing amount of material.

SAAC: How long will you keep keepin' on? Any plans to retire and turn the reins over to someone else?

LISKA: No. I am happy to keep doing what I'm doing. And as long as I can turn on my computer I have no plans to go anywhere. Heck, I've already done all of the heavy lifting. Now I want to enjoy the "golden years."

The Mustang IRS Story

And that doesn't mean Internal Revenue Service

– Duane Carling

It's always interesting to look behind the scenes to see the relationship between people in our small universe and well-known components. It's like word association: if you said American or Shelby Cragar wheels, the answer would probably be Craig Conley. Weber carburetors: Jim Inglese. And for Mustang Independent Rear Suspension, the name is Duane Carling.

Ford built several IRS set-ups. It's not clear exactly how many, but one was installed in a Falcon which was tested by Richie Ginther at Riverside. An early Mustang notchback with an IRS was also tested against another Mustang with a live rear end by Shelby American at Willow Springs. This was before GT350 production began. Ken Miles and Richie Ginther drove the cars and determined that there was not much difference between the two cars. Certainly not enough to justify making an IRS unit standard, or even optional.

Chuck Cantwell recalls that, at some point, an IRS unit was installed on an unsold competition model. The serial number isn't known. Bernie Kretzschmar remembers taking the finished car out to LAX's freight area and it was air-freighted to Ford in Dearborn. Neither Cantwell or Kretzschmar can recall ever getting the car back from Ford. That doesn't mean it was never returned; just that they can't recall if it was. If the car stayed in Dearborn, after testing it could have suffered the same fate as any other prototype that Ford did not want to fall into the hands of the public, where an accident could result in a lawsuit because a non-legal specification car was allowed to be used on the street. In other words, it went to the crusher.

Ford got out of racing at the beginning of 1971 and ceased support of almost all of racing activities. Ford's budget for Holman-Moody was drastically cut back and Shelby American's was zeroed-out completely. Ralph Moody was asked to clear out Shelby's facility in Torrance and he was a notorious pack rat. He didn't leave much behind. One of the things he found were the parts for a Mustang IRS set-up under someone's workbench. It was unceremoniously loaded into the trailer along with everything else that wasn't bolted down. There was never any interest in the IRS unit at Holman-Moody.

Ralph Moody sold his portion of the business after Ford quit racing. The name remained and the company limped along until John Holman died of a heart attack in 1975. His will specified that the bank take over the business and liquidate the assets to pay off the debts. Lee Holman, John's son, took over the business and worked to put it in the black. By 1982, in need of a cash injection, the famous Holman-Moody garage sale was held, selling off treasures no one knew the company still had. One of the items was the IRS unit Moody had picked up at Shelby American in 1971.

SAAC member Duane Carling took an interest in the IRS unit and found it intriguing because it had never been used on the Mustang. After it had been purchased by an enthusi-

IRS Falcon being tested at Riverside prior to Shelby American receiving any Mustangs. What happened to it is not known.

IRS Mustang being tested at Willow Springs in February, 1964. Two Mustangs were compared, one with a stock rear end.

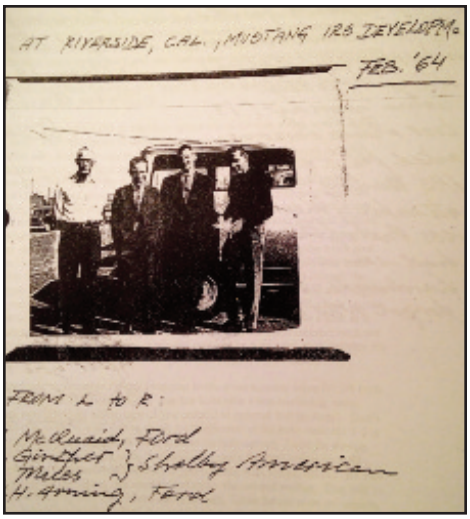


Photo taken during testing of the IRS Mustang at Riverside shows Ford engineers McQuaid and Arning and drivers Ginther and Miles. Note on photo pins the date as February of 1964.

ast in Georgia, he was able to borrow it to create the necessary tooling to reproduce it. Blueprints came from Klaus Arning, through Ford's archives. The original set-up was later sold and the new owner asked Carling to build him a duplicate. Carling was never paid, so he ended up with the original IRS set-up as well as the duplicate he had made.

Fast-forward to last year when Jim Marietta, Ted Sutton and Peter Brock begin discussing the details of building a GT350 R-Model the way Brock had originally intended. The IRS was a perfect fit and suddenly Carling joined the project.

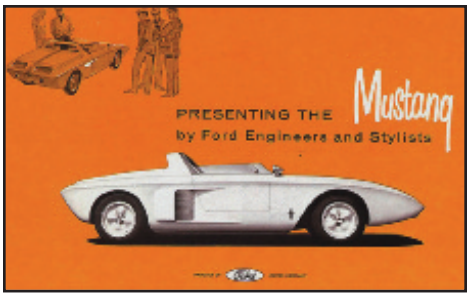
About a year and a half ago, members of the original Shelby American crew that developed the iconic prototype "R" Model GT350 made headlines in the Ford Performance world. That first Shelby GT350 competition development team reunited in Henderson, Nevada to create a new car, re-imagining the way they would have liked to complete it a half-century earlier. On the 50th Anniversary of the car's first race victory, won by Ken Miles on February 14, 1965 at Green Valley Raceway outside of Dallas, Texas it was unveiled at Willow Springs raceway. The Original Venice Crew (OVC) of Peter Brock, Ted Sutton and Jim Marietta had teamed up again to create a "new" 1965 Shelby GT350R, but this time developed with an IRS that was originally designed for the first Ford Mustang but later found its way onto the Ford GT40s that won Le Mans!

Surprisingly, the project revealed that even many well-versed Mustang fans had no idea that an Independent Rear Suspension (IRS) was developed way back in 1962 for the very first Mustang. So our friends at *FordPerformance.com* felt it was time that the inside story of just how close Mustang came to having an IRS from the very beginning be told.

To that end, we'll need to turn back the clock. As the swinging 60s dawned, Ford Motor Company was saddled with a dowdy product image and was in desperate need of what is now called a "makeover." The original 1950s sporty, two-seat Thunder Bird had grown into a four-place luxo-tourer. Ford's plain-Jane econocar, the Falcon, had originally sold well but now was slipping. And the Edsel, a name that became synonymous with failure, was breathing its last after a three-year run. To make matters worse, General Motors had introduced a sexy new version of their Corvair called the Monza with bucket seats, a four-speed and even an optional turbocharger.

Forty-three-year-old Ford Chairman and CEO Henry Ford II wanted to breathe new life into Ford's product image, so turned to his 36-year-old right-hand man, Lee Iacocca (who had succeeded "Whiz-Kid" Robert McNamara as Ford president) to make it happen. Spurred by his product planning guru Hal Sperlich, Iacocca formed the "Fairlane Committee," which met after hours at a now-razed hotel called the Fairlane Inn (about a mile down the road from Ford World Headquarters), to dream up cars that would fit in a new "Total Performance" theme at Ford. In May of 1962, the committee authorized a small group, headed by expat Englishman Roy Lunn, to build a concept car to be shown at the U.S. Grand Prix at Watkins Glen on October 7th. About fifty colleges were located less than 100 miles from the track and the USGP was traditionally a huge weekend party for these college kids.

Suspension engineer Bob Negstadt [*standing*] and Roy Lunn with the Mustang prior to the car being shipped to Watkins Glen.



Dan Gurney, driving the new Mustang at Watkins Glen during the 1962 USGP.

The car was given the name "Mustang," but probably should have been called "Serendipity" for the many fortunate coincidences that later fell into place. Iacocca liked the concept illustration but it was really just that – a drawing. When Lunn and his team tried to fit the intended powerplant – an in-line four-cylinder motor from an English Ford – under the mid-engine roadster's deck line, it was too tall.

Before McNamara had left Ford to serve in the Kennedy administration, he had commissioned a V-4 engine and transaxle to be used in a new and even cheaper Falcon replacement, a stodgy front-wheel-drive compact to be named the Cardinal. Iacocca cancelled that project, correctly anticipating a more sporty, stylish swing to the market. Not only did the small orphaned V-4 fit under the Mustang Concept's deck cover, but the transaxle was just what was needed for the aft engine layout. (The Cardinal and the V-4 later found success when the Ford Taunus was launched in Germany.)

Ford had a group of designers and engineers just waiting for something exciting to happen. One of them was another talented expat, this time a German named Klaus Arning, who was head of Advanced Suspension Design and who had patented a radical independent rear suspension design way back in 1958. He assigned this special design to Ford, as it incorporated anti-squat geometry and a slight four-wheel steering capability. The unique design found its first home in the Mustang I, and it fit and worked perfectly in the mid-engine tube-framed car.

Instead of a conventional front radiator, for reasons of front end design, convenience in packaging and to save time, Mustang I used side-mounted radiators with air scoops behind the doors. These, of course, have become the signature side sculpture on nearly every production Ford Mustang since. The project team made the Watkins Glen reveal deadline, mostly by sleeping in the shop for the last six weeks. This forced the blue-collar guys and the white-collar guys to talk to each other, which was pretty much unheard of at the time, and probably insured the project's success.

The team held their collective breaths as Dan Gurney took the Mustang I Concept up to 120 mph around the Glen, on what was supposed to have been a slow cruise. It created a sensation and validated the need for a fresh, sporty Ford product lineup.

During the thrash to complete the car, a young engineer named Chuck Carrig was toying with the idea of using a computer to do the various iterations of suspension geometry. Suspension layouts in the 60s were done full-size by taping velum drawing paper to large tables and carefully plotting all the curves in pen and ink. Each design took days.

Arning liked Carrig's idea for his unique IRS, and authorized the use of the only computer at Ford World Headquarters at the time, an IBM 704

Ford's computer room and all of the people it took to support their one IBM 704 data processing system.

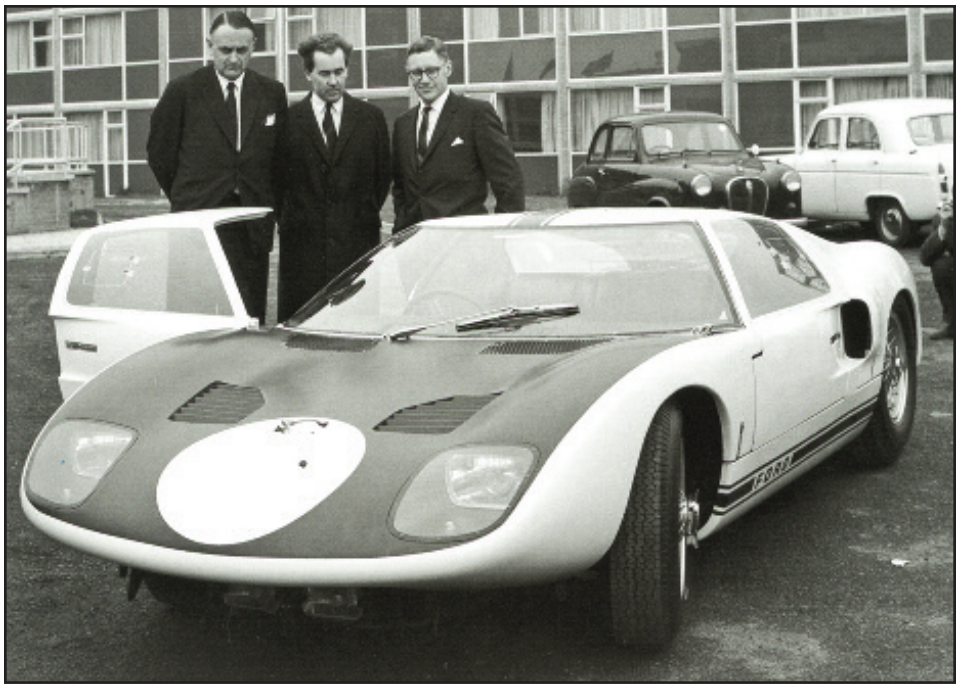
Klaus Arning stands next to one of the company cars he used to get back and forth to work.

vacuum-tube machine which occupied a whole room in the company's payroll department. Engineers back then said they didn't need computers because they had slide rules. Carrig wrote a program using punch cards in the Fortran language, which is the ancestor of most modern engineering languages. In a 2007 interview, Chuck said, "*Klaus asked if I could develop a program for the four-link independent rear suspension – not only a printout but also graphs of wheel motion. Nobody could even figure out how to lay it out on a drafting table because it was too complicated. It required a three-dimensional approach not conducive to two-dimensional drafting layouts. They gave me a time commitment that was almost impossible – in weeks, not months. It was a challenge to me, personally.*

"*The computer was very slow by today's standards, something like 40,000 operations per second (now computers at Ford are in the trillions per second). Klaus Arning and his development group's Program 1493 influenced the new Mustang IRS as it has every suspension program written since that first breakthrough on a Friday night on several bar receipts at the Brass Rail in Detroit. It took several intense weeks to actually develop the program, though. I'd drop the cards off in the evening and pick up the results on the way to my office in the morning.*"

That first program became known as PG 1493, which is the grandfather of all suspension programs since. It could plot the X-Y-Z coordinates of the ball joints, wheel center, ground contact point, toe angle, caster angle, and other suspension properties through the entire range of motion. This "killer app" became the basis of all suspension programs to this day, and was key to Ford's world-beating racing effort to follow. Bob Riley, of Riley Technologies, who started his career at Ford, still swears by 1493. The 82-year-old said, "*I still show up for work every day. I like the old program because it plots a curve, not just spits out a bunch of numbers.*"

Riley Tech is now run by his son,



The new Ford GT is shown, just prior to appearing at the London Auto Show in January, 1963. Pictured [*left to right*]: John Wyer, Eric Broadley and Roy Lunn.

Bill, and Chip Ganassi had won the Rolex 24 at Daytona in a Riley car running a modified Ford EcoBoost motor. Soon that same team will be fielding a Ford GT at LeMans for the anniversary of the first GT40 win, 50 years ago. Edsel (son) and Bill (nephew) of Henry Ford II will both be there. The apple doesn't fall far from the tree, as they say.

But back to the 60s. If you were Henry Ford II who had an almost unlimited corporate check book, the fastest way to position your company as a performance leader would be to buy the epitome of sporty cars, Ferrari. There had been rumors that Ferrari might be open to suitors, so a pack of lawyers and accountants was sent to Modena, Italy, to try to determine a sale price for the exotic automaker. The agreed figure was $18 million, a huge dowry in 1963, but that May, Enzo Ferrari suddenly announced that Ford was not "worthy" of owning Ferrari and the June wedding was off.

Henry Ford II was insulted, not only on a professional level but also on a personal level. Several of the Italian media had made fun of Ford's "fat" cars. Ford decided to hit Ferrari where it would hurt the most: beating him at LeMans. When he called his de facto racing team, led by Ford Director of Special Vehicle Activities Jaques Passino, into his office to announce the new plan, someone asked Ford, "*What is the budget?*" Ford is reported to have said, "*Just do it!*"

Fortunately, or serendipitously, Eric Broadly had just introduced his Lola GT at the London show in January of 1963. It certainly wasn't capable of beating Ferrari as it sat there, but it was a good basic design and, more importantly, had a mid-mounted Ford small-block V8 as motive power – something revolutionary in English car design at the time. Broadly, always short of money, was happy to hear from Ford, whose newly formed race team would soon descend on his car in the hope of turning it into their LeMans racer.

Occasionally you could find one of the first GT's in the driveway of Arning's home, complete with its skinny tires, wire wheels, Euro plates, and questionable aerodynamics. By April of 1964 the car had been christened the Ford GT 40 (because it was only forty-inches high) was ready to be introduced at the New York Auto Show. The body had been massaged by Ford designers using Ford's wind tunnel, and the suspension had been re-

worked on the now perfected PG 1493.

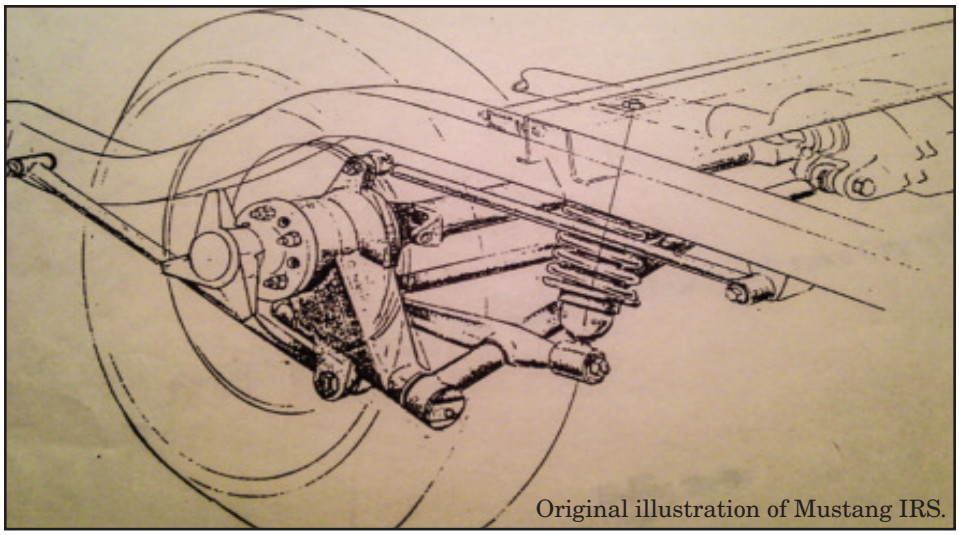
And, oh yes: 1493 was also being used in another rush project, the development of an IRS for the soon-to-be-introduced production 1965 Mustang, which took the name from the original two-seat concept car. Its first tests by Shelby were done at Riverside in February of 1964, installed in an early notchback.

As verification that Ford had indeed intended its new Mustang to be offered with an IRS, when Iacocca introduced the Mustang to the media at the New York World's Fair in April of 1964, he told the press, "*An independent rear suspension is in the works.*"

Of course, the Mustang IRS never made it into production, but the ability to develop a suspension system before it ever hit the track – a capability birthed by Arning's Advanced Suspension and the Mustang I Concept car – became central to Ford's racing efforts. When A.J. Foyt won Indy in 1967 and then two weeks later won LeMans with Gurney in a Ford GT MK IV, a reporter asked him how he could win two big races in such different cars. Foyt is quoted as saying, "*They weren't that different; they were designed by the same guys.*" What he could have said was they were *"designed by the same computer.*"

The Original Venice Crew built their 2015 version of a 1965 Shelby GT350R Mustang in Brock's own shop

Duane Carling and the re-imagined GT350 R with independent rear suspension. Carling's article was originally published by John Clor on March 24, 2016 on Ford Racing's website ***fordperformance.com***



Original illustration of Mustang IRS.

in Henderson, Nevada with an independent rear suspension. The car was previewed it at Willow Springs on February 14, exactly fifty years from the date of the GT350's first race victory at Green Valley Raceway in Texas. *Hemmings.com* interviewed Brock and asked him specifically about the Mustang IRS: "*Plans for Carroll Shelby's GT350R Mustang originally called for an independent rear suspension, later abandoned for cost reasons. Do you think this would have made a significant difference in the car's performance, and do you think that costs could have been contained to a reasonable level?*"

With his reply to the reporter's question, Brock shed new light on the reason that first Mustang never saw an IRS: "*The independent rear suspension that Ford's engineer Klaus Arning designed for the Shelby GT350R Mustang wasn't that expensive to produce, but it was labor intensive to retrofit on a car that had been designed to use a live axle. Time was another factor in the decision – we didn't have enough of it. Then, the GT350R proved competitive with its original setup, and in racing when something ain't broke, you don't fix it.*"

As any true Ford fan knows, the all-new-for-2015 regular production Ford Mustang finally came to market with a factory designed, developed and installed independent rear suspension. Klaus' son, Ralph Arning, himself a Ford engineer who has spent decades supporting production of the Mustang, was working at the Flat Rock Assembly Plant when that very first IRS-equipped production Mustang came down the line.

HERTZ CRUISE

Can you think of a better way to get to the convention than in a convoy of Hertz cars?

– Troy Kruger

For as long as I can remember, I've been a certified Hertz Shelby nut. I've been collecting magazines, posters and pictures since I was ten and I plastered my room with Shelby stuff. Nothing was more cherished than the black and gold GT350H cars. I was somehow able to talk my father into purchasing one in the early '90s, and later was able to acquire a Hertz Shelby of my own, a new 2006 Shelby GT-H model, #229.

When I heard the news that SAAC-41 would be featuring the Hertz Shelby and celebrating the 50th anniversary of this legendary car, my excitement level amped up. As soon as I learned it was within driving distance from Minnesota, I decided right then that I had to be there. It would be my third-ever SAAC convention. I tried to recruit as many Hertz Shelby owners and enthusiasts as I could and that led to helping to coordinate a black-and-gold caravan from Chicago to Mid-Ohio, some 275 miles. Although we were not able to find a Shelby GT-H convertible to join the pack, we did manage to get nice representation of the 50-year span including a new 2016 Shelby GT-H and an original 1966 Hertz car. As the departure date neared, everyone was excited to meet each other and make the group drive to the convention.

My plan was to get to Chicago on Wednesday and the trip almost ended for me before it began. The weather experts were predicting all kinds of terror around Chicagoland including large hail, tornados, strong damaging winds and rainfall exceeding two-inches an hour. I delayed my departure a couple hours as I tried and get a handle on what the weather might do. I eventually decided to throw caution to the wind and head out to Chicago. I was able to make the seven-hour trip with nothing more than some messy road spray.

I had a great time visiting a Shelby and Cobra friend who invited me to spend the night. We looked over his newly acquired FIA Cobra, but changed our plans to go for a drive when the storm rolled in. It was a strong thunderstorm, but no damage was done to my Shelby which was sitting outside. It turned out there were, indeed, two tornados spotted in nearby suburbs, but the potential disaster passed me by.

The following morning started off with meeting Rich and Ginny Michiels (2006 GT-H) along with Doug Protz and Steve Alford (2016 GT-H). We picked up Dave and Pam Bradshaw (2006 GT-H) in Indiana in a Staples parking lot and then proceeded to do an on-highway rendezvous of Terry and Susan Grandt (2006 GT-H and 1966 GT350H) outside of Fort Wayne, Indiana. We stayed on Highway 30 and maintained a conservative pace, enjoying the overcast comfort and lack of traffic. We caught the attention of many along the way, including another fellow Chicagoan, John Guinta, with his incredible '65 R-Model clone. He joined us for a while on the road after lunch and a gas stop.

We missed out on the prison tour, but enjoyed a very nice dinner at the Brown Derby Road House before commiserating with the rest of the conventioneers at the mixer. Our caravan split up as we headed to our respective

hotels for the first evening.

The following morning most of us missed the impromptu Hertz photo opportunity, but Doug and Steve were there along with me and my GT-H. I literally was just rolling into the track when I saw a black and gold line of cars going somewhere together and I hopped in line to join the commotion. After the group photo, I assembled a threesome of '66, '06 and '16 anniversary cars for another photo opportunity.

The rest of Thursday was mostly a blur as things were happening so quickly, and then suddenly we were all getting in line for our parade laps around Mid-Ohio's road course. This turned out to be my favorite part of the whole convention. Sitting in line with nearly thirty black-and-gold Hertz cars was simply incredible. Never before, and likely never again, will there be such an amazing gathering of my favorite cars and I was exciting to be part of it. As fired up as I was to be on the track with my black-and-gold family, I also wished I could be on the sidelines to watch and take it all in. Hopefully somebody was taking some good video and photos. I enjoyed the rest of the day at what seemed like a blistering pace as the hours ticked off and my sunburn grew worse.

One of the vintage racers from Minnesota asked me to provide him a ride to the dinner after the final race, and I enjoyed the opportunity to get a close look at what goes on in the pits. He also showed me the ins and outs of his race car and other cars paddocked around him. After a shower and change of clothes, he was very excited to be in my Shelby and after deciding to go whichever way the trailer in

front of us was NOT going, we proceeded to have some fun and take the long way to the convention center. With 500 horsepower on tap, I'm pretty sure we still arrived a lot earlier than that truck and trailer.

Saturday was car show day and I still can't get over how many Hertz Shelbys were there together. I was particularly surprised that with over a dozen '66 cars, every one of them was black. Of course all the '06 and '16 Hertz cars were black but parking on the dusty gravel...well, they didn't stay very black for very long. There were some pretty incredible cars in the show and I'm very happy that I was able to make the 50th Anniversary celebration event. I'll remember it for a long time.

The Cost of a Memory

SAAC member Doug Protz thought he would make this convention a memorable one so he rented a 2016 Shelby GT-H in Chicago and drove it to Mid-Ohio as part of a caravan organized by Troy Kruger. In all, six Hertz cars (one '66, four 2006s and one 2016 along with a '65 Mustang R-Model clone) made the six and a half-hour, 275-mile trip. They kept the speeds to 60 mph in deference to the '66 GT350H. Its 3.89 gears would have had the engine working overtime if they had kicked it up to 70mph.

The cost for the weekend? $1719.69 ($2234.05 Canadian). Was it worth flying from Calgary to Chicago and renting the car? Absolutely. It cost $573.23 a day and Prost said he would definitely do it again. Without intending it, he gave one '16 Hertz car some additional history. Fifty years from now somebody will be including car # 079 in their talk at a convention.

$1047.00	*$349/day x 3 days*
$ 118.19	*Concession Fee/Recovery (reimburses Hertz for concession fees paid to the airport)*
$ 28.24	*Motor Vehicle Location Tax & Customer Facility Charge (imposed by airport in addition to the Concession Fee/Recovery*
$ 239.44	*Tax*
$ 269.97	*Loss Damage Waiver (insurance)*
$ 41.85	*Liability Insurance Supplement*
-$25.00	*Discount negotiated by the renter*
$1719.69	*Total*

A Forever Shelby

When you've owned a car almost forever you accumulate a trunkful of experiences and stories. 6S1431 has more than it's share.

– Steve McDonald

In 1971, I was able to purchase a 1966 Shelby GT350H, 6S1431. At that time it was just a five year-old used car. A rather unique one which had seen rental service its first year of life, but still a used car. The story of its history, my purchase and its subsequent journey from that used car to a rusty piece of junk and then back to being restored to better than it was when I bought it is a story full of ups and downs, highs and lows, extreme pride and extreme frustration. Through it all, the car always remained a constant; something that was always there, that I have always treasured, and mostly tried to honor.

In high school I used to see it driving by. I knew the owner's name – it belonged to Jimmy Willson and his wife drove it to work every day. That's right, it was a daily driver for a woman who commuted about ten miles back and forth to work every day. I had a friend who loved Corvettes and I always loved the Cobra. Seeing a Cobra was an extremely rare sighting, even in the late 60s. The one that stands out in my mind was owned by a midshipman at the U.S. Naval Academy. It was dark green with an automatic transmission. It was the only Cobra I have ever seen that wasn't a four-speed, and it must have been extremely rare even back then. Owning a Cobra was a dream I was never able to realize, even though I came close once. I would see this Hertz car every day and, like all high school students at that time, we would discuss how fast a particular car was, how much horsepower it had, and how it had never lost a race. All of this, of course, was just high school talk.

My friend Dave Brown and I have been screwing around with cars since before we could drive. He had a 1968 Mustang with a 302 engine that we had modified, and then modified some more. Then it became a D/Modified Production drag race car. The owner of the Shelby, Jimmy Willson, was also had a drag racer; he had a 406 Ford-powered 1965 Mustang fastback with a one-piece, fiberglass flip-open front end. It ran in B/Gas. We would help Jimmy with the car and he would help us with ours. Eventually I began to help Jimmy more and more. He had a school bus as a race car transporter, with ramps in the back to pull the race car inside. His wife would drive the Shelby to the track to watch him run and it was occasionally used as a tow vehicle. Jimmy started to let me drive the Shelby to tow the car back to the pits after each run and I really was in heaven. Driving that Shelby was more than a young teenage motor-head could ever want.

At one track in Delaware, Jimmy told me to get behind him in the Hertz car and leave as soon as he did. At this track your tow vehicle followed your race car down the track. I helped him get the race car started, helped him do the burnout and stage, and then jumped into the Shelby to follow him. I pulled up right behind him and as soon as he left, so did I. I think he had psyched the guy in the lane next to him, who was driving a Camaro. Jimmy had really jumped him off the line and then I took off and I think that frazzled him even more; when he looked to the left he saw the flash of the black and gold Shelby. He must

have momentarily let off the gas and then realized I was the tow vehicle. He missed second and then third gear, and finally flew past me at the end of the quarter-mile. The announcer described it as the world's fastest tow vehicle and told the crowd that in all his years of announcing, this was the first time he saw a tow vehicle almost win a race.

That sealed the deal for me. I couldn't have a Cobra but I had to have this Shelby. By the time the racing season ended I had become great friends with Jimmy and his family, and as the winter approached, his wife was nine months pregnant. She told him she needed a more comfortable car, something with a few more creature comforts like power steering and air conditioning. Something other than the Shelby.

My friend Dave told me I should buy it. I was just starting out, working at a Lincoln/Mercury dealership. I was only making $110 a week as a trainee technician and didn't have any money, but this was a chance I couldn't pass up. We met with Jimmy at his house and he told me he was going to trade the Shelby in for a Mercury station wagon. I asked Dave what I should offer and the he whispered, "*$1500.*"

I said to Jimmy, "*How about $1,000?*" He said, "*Sold.*" Now all I had to do was find the money. This was around Christmas of 1970 and I went to a local bank where the president was a customer at the dealership I worked at. I told him I needed to borrow a $1,000 and take a year to pay it back. This was the first bank loan I had ever had; I had a savings account but didn't even have a checking account. So the president invited me into his office where he went over the loan application process, the terms of the payment and all of the other legalities involved in a loan. He then told me that I had no credit, but he believed I was good credit risk and he would personally see that I got the money. Imagine that happening in today's business climate. Jimmy traded the car in on a Monday and I would have the money on Friday. The dealer agreed to hold the car until Saturday and the $1,000 offer would be honored until then. I had since learned that they had offered Jimmy $850 as a trade-in allowance, so this was a big win for the dealer. That is, until the used car manager got involved. If you've seen the movie "Used Cars," this guy could have been a principal player because he knew every trick in the book. The Shelby was parked on the used car lot for that week and it drew a lot of attention. Maybe too much because the salesman keep pressuring the owner of the dealership to let him sell it.

I think the best offer he got was around $1500 and he wanted to sell it very badly, but the dealer said he had made a promise and if I didn't have the loan by Friday he could sell it on the open market. The week seemed to both crawl by and speed by at the same time. It was a week of agony. Plan B was to beg my parents for the money, but $1,000 was a large sum for them to come up with at that time, so I didn't think that would be much of an option. I got a call on Thursday, at about 5:00 o'clock, from the bank president telling me to come by after lunch tomorrow and pick up the check.

The car was practically mine. I went there the next day and signed the loan papers ($98.97 a month for 12 months). Then I was off to the used car lot to pick up my new GT350H Shelby Mustang. At least, that was the plan. Sam, the used car manager, had an alternant plan. He said I owned him for storage and I had to pay it before he would let the car go: he wanted $10 a day. I threatened to call the dealership owner and after a few minutes of arguing, he finally relented and told me to get the car off the lot and out of his sight.

I finally had it! The car of legends. A 42,000-mile, 5 year-old Hertz car. Could it be a happier day? The car was an ex-rental and a used car, so it wasn't exactly a show winner; just a somewhat banged-up used car with lots of little problems. The carburetor and the tach had been stolen in the late 60s in Glen Burnie, Maryland. The doors and sides were covered with door dings and dents and the front valance and bumper were bent and twisted from a slight fender bender the month before. Dave worked in parts and ordered what we thought were the correct tach and carburetor. When the carburetor arrived it was an S2MS 715 Holley and the tach turned out to be a Rally tach for a Falcon Sprint or Mercury Comet. They both worked and I was just happy to be driving the car. I straightened out the bent tach bracket (it's still in the car today), slapped on the carb and away I went.

I spent the weekend cleaning it up and ordered a new front valance and bumper. I think the bumper was under $20.00 and the valance was even less. One of the guys in the body shop painted the valance black and I bolted it on the car. It was my only transportation and I drove it everywhere that summer. I started making plans to drive it across the country to the Bonneville Speed trails in Utah. I left on a Friday after work and drove across the great expanse of the United States between Maryland and the western Utah. I arrived at Bonneville only to discover I had gotten the dates wrong – it was the next week. Since I only had a week's vacation I had to go back and plan again for the following year. The speed limits at this time were much higher than they currently are. Wyoming had no daytime speed limit and Nevada had the best: the sign on the border said, "Welcome to Nevada," and underneath was the most important one, "All speed limits end."

It was great. Gas was under 35¢ a gallon and you could drive as fast as your nerve – and your car – could handle. As I headed back to Maryland I started planning for the next year's trip. I drove the GT350 all winter, driving through snow and slush on salt-covered roads. The car had no traction control and the E70 Firestone Wide Ovals were a handful. I learned to steer with the throttle, anticipate my stops in advance and was careful not to slide off the road. That spring and summer I drove the car and racked up the miles. I watched it break 50,000, then 60,000, then 70,000, and then 80,000.

I drove it everywhere. We'd all pile into it to drive down to Ocean City Maryland, a 150-mile round trip, just to get saltwater taffy and fried chicken. I drove to the mountains to travel down Skyline Drive to see the trees, mountains and vistas. A local guy named Jimmy Caldwell had a 1967 Mustang fastback with a 289 that he had done a lot of work on, and he always told everyone how much faster his was than my car. After hearing his bragging, I did the only thing I could do: I challenged him to a race.

Things were a little looser back then. You could get away with a lot of things and street racing was one of them. So off we went to the local road affectionately known as "Triton Beach Drag-A-Way," a mile-long, three-lane road. It wasn't perfectly straight, but I had "tuned and tested" enough on it to know its limits – and mine.

Caldwell had only one arm so he let loud-mouthed Billy drive it. This was a serious street race with $100 being wagered – about what I was earning in a week. But the gauntlet had been thrown down and pride was on the line. I couldn't let the Shelby be shown up. It was like the TV show "Street Outlaws," where almost a hundred people showed up to watch the race. We both handed the money to a really big guy to hold and lined up on the street at the 50mph sign. It served as the starting line. Somebody had measured it off and the finish line was where the road made a slight jog to the right and dipped down. It was marked with a white line.

We lined up, both cars were staged, the flagman looked at each of us and then, in a blur, he waved us off. I got a little jump on him but he had a 4.62 rear end and was really winding up fast. All of a sudden a pair of headlights appeared down the road. A car was coming towards us and common sense took over. I backed off. Caldwell's friends were saying I lost and my friends were saying it was not a race. Cooler heads finally prevailed and it was decide that unless the race was legit, no one could claim the money – and the bragging rights. So we lined up again and were flagged off again. I got the jump on him again, and even though he was coming on quickly, I crossed the finish line a car-length ahead of him. Mayhem then ensued. Side bets had been made and money was changing hands faster than at a cockfight in Tijuana.

Later that summer I took the car to a legitimate track and guess who was there? That's right, Jimmy Caldwell and his driver, Billy. They were loaded for bear: they had open headers, a narrow set of slicks and they wanted revenge. I had made several runs just to see what the car could do and it was running consistent 15.1-15.2 elapsed times at about 91-93 mph. I moved through the staging lanes and who should appear beside me but that dreaded red '67 Mustang. Little did I know that my friend Dave was up in the stands sitting next to Jimmy Caldwell. He asked Dave if he wanted to bet on a rematch and Dave said, "*No I don't want to take your money again.*"

Billy tended to be a bit of a hot head and would let his emotions take over at times, and this was one of them. We pulled up to the line and I dropped the car into gear. I held my foot on the brake and very slightly increased the idle to about 1,000 rpm. Meanwhile the Mustang was in low gear and was being torqued up as high as the convertor stall speed would allow. The lights flashed down and I left on the last yellow. I jumped out several car-lengths, not knowing the Mustang was just sitting there, spinning the rear tire through that 4.62 open rear. It finally hooked up and started the run of revenge. Billy twisted the engine too hard in first gear and ran it to the red line, floating the valves. He then slipped it into 2nd gear and gave chase. By this time I was ahead about ten car-lengths. Up in the stands, Dave said he could hear Jimmy cussing under his breath at Billy, saying, "*Shift, damn it!*" But it was too late. I had time and momentum on my side when I hit the first light and could now hear his car screaming beside me. I crossed the finish line ahead of him by about half a car-length. He passed me in the second mph light and he had turned his best time – 13.98. I had turned my worst time – 15.31. He was so mad I thought he would pass out. I had jumped him off the line by more than a second and a half. The Shelby had proven itself a winner – again.

I let all kinds of people drive the car – probably had more drivers than when Hertz rented it. The next year I was ready: Bonneville here I come. The day before I was going to leave the headers rusted through at the edge of the collector where the Tri-Y's came together. Jimmy Wilson owned a welding shop and I drove over to there and he quickly patched them up for the trip. I had asked my friend Dave if he wanted to go, but he said he didn't have any money so I headed off alone, leaving on a Friday after work and heading west. Little did I know that minutes after I left, Dave's father had offered him the money to go. He jumped in his car and tried to track me down. He went north before heading west, but I had taken a more southern route and he returned disappointed after trying for an hour to catch me.

I called home from a pay phone that Saturday evening and my mother told me to call Dave. He told me his father would fly him out to catch up with me and we could continue to Bonneville together, so we decided to meet Sunday at the Salt Lake City airport. At the time of the phone call I was in Kansas, near the center of the state, so I got up that Sunday and drove like a madman to get to Salt Lake City. Across the flat plains of Kansas into eastern Colorado, the flat land seemed to run on forever, all the time driving between 5500 and 6000 rpm, near the car's top speed, an indicated 125 mph or so. About every fifteen minutes I would have to slow down to around 90 mph to let the car cool down as it was running hot above 115 mph.

I turned north at Denver, cutting up over Route 287 into Laramie and across the expanse of the miles and miles of miles of miles known as Wyoming and then down into Salt Lake City. I made it to the airport just as Dave was coming out of the build-

ing. We stayed the night in Salt Lake and the next day drove west, skirting the bottom edge of the Great Salt Lake and then up straight to the edge of the Bonneville Salt Flats.

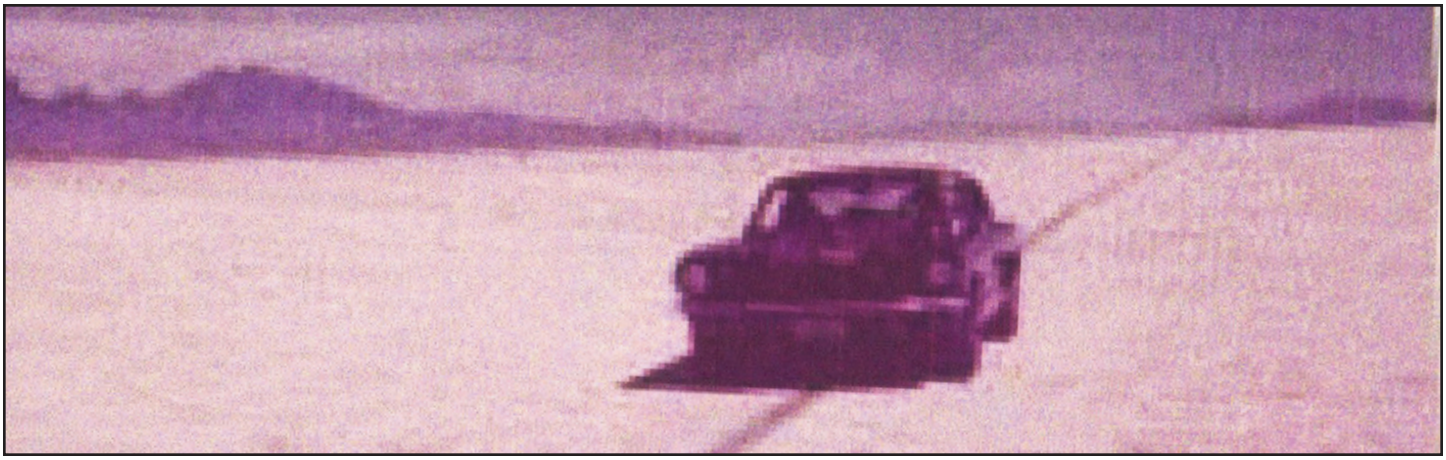
Bonneville is an almost surreal place. The road heads out due west, disappearing over the horizon. You see the road, the railroad tracks and the power lines; they all just seemed to run on forever. We were on a mission, we were going to see cars run faster than anything we had ever seen and we were going to check that off of the bucket list, even before the idea of a bucket list existed.

You drive until you see the mountains near Wendover, and then you take the exit until you get to the end of the paved road. You enter through the gate and drive out onto what appears to be the cleanest, brightest snow you have ever seen and it extends for miles. We drove out and parked the car, walked around the pits and watched the cars make their runs. The sun was relentless, reflecting off of the salt and giving you a sunburn in areas you never thought possible. If you wear shorts it reflects up your legs and burns them. It reflected under my nose and burned it as red as Rudolph's. It was relentless and inescapable. The only defenses were sunblock and a large hat.

We saw so many cars, some famous and some not so famous, and we drove around for a few hours. We eventually drove down the return road and back. The speed limit on the return road was posted 25 mph and I will admit that in late in the afternoon we did exactly that speed, plus another 100. It was so strange – we were driving at over 120 mph and it felt like you could open the door and just step out of the car. There is nothing nearby to gauge as reference.

We slept that night in a tent near the turn in the road, right outside of Wendover. It had been way over 100 degrees that day and I decided to sleep outside the two man pup tent we were using. I learned that the desert can get hot, but it doesn't hold the heat and after about 5 or 6 hours it was in the low 40s and breezy. Teeth chattering and sunburned, I crawled into the tent and tried to sleep. After a few days we left and headed to Southern California. Dave had to get back to work and flew home. I had some other things I wanted to see and places I wanted to go. One of them was Disneyland and I drove to Anaheim to find it. I parked outside and went into the park, spent a lot of money, and learned what an "E" ticket was. I had a great time.

I spent the night at a no-name hotel nearby and the next day I awoke to find I was a victim of theft. That's right – someone had stolen something off the car: the hood pins. During my ownership that was the only thing I ever had stolen off the car. I headed east out of LA and took the old Route 66 and saw the sights: a large meteor crater in Winslow, bright red clay cliffs



Bonneville Salt Flats, 1972. Experiences like this are unforgettable.

in Oklahoma, the Ozarks in southern Missouri and across the great Mississippi River. I drove through Illinois, Indiana and Ohio and back into the Appalachians in Pennsylvania and eventually home. What a trip: two weeks and almost 8,000 miles and now it was back to the daily grind of work.

A few months later, as I was working at the dealership, a customer bought in an Excalibur for a state inspection. While it was there the seller came back into the parts room and asked who owned the Shelby out back? Dave pointed him in my direction and I found out he bought and sold exotic cars and he said he had something I might be interested in. It was a 1962 Shelby Cobra, a real, genuine Cobra roadster. We made arrangements to go see it that weekend. It was in a warehouse in Arlington, Virginia where he had a bunch of stuff. The car's serial number was CSX2017 and he told me it was the first car with Halibrand wheels and the second car retrofitted with a 289 engine. It looked beautiful even though it had stars and cracks in the paint. It had 14,000 miles on it and a set of Weber carburetors in a box in the trunk. The engine had two AFB 4Vs on it. What it didn't have was a top or a heater.

He wanted $3500 and my car. My brother had just gotten out of the service and he had $3,000 he would loan me. I tried to get the guy down on the price but he wouldn't budge. He offered a wrecked 427 Cobra with a spun rod and main bearing and a bent frame rail for $1500, but I didn't want that. I still think about it today, but at the time I really wanted a car that was a daily driver.

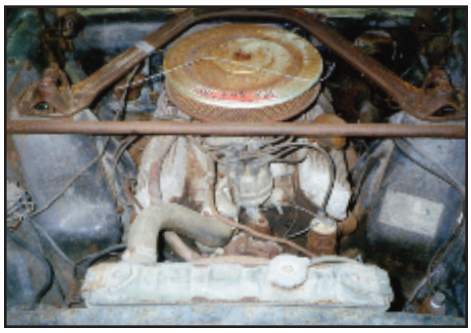
The guy did tell me one story: the back of the mirror of my car was painted red and he said they did that at the airport (my car was rented at National Airport in Washington, DC) and that was the color of the cars at National. I have never heard or been able to get anyone to verify that but I still have the mirror.

The next year, during Hurricane Agnes, my brother and I drove to my sister's house in Ohio and back in twenty-four hours, with the hurricane following us out. We followed it back, passing swollen rivers and flooded streams.

On one of the west coast trips I took I had the exhaust break loose on the original header collector. They were now about eight years old. I used a coat hanger to wire up the exhaust and about a mile later I had to rehook it to the emergency brake cable. I wired it back to another place but the smoke from the rear brakes told me I had tied it up wrong. So I got to drive to the west coast and back with open headers on one side and eventually on both sides before I got home. Driving more than 4,000 miles with open exhaust isn't as much fun as you might think.

During this time I also started hearing a noise from the engine that I thought was a valve out of adjustment. It turned out it was the bottom skirt on number-seven cylinder. When I got back to the dealership I had my friend Dave, in the parts department, order a new short block. You could still get a new Ford service short block for $325. He ordered one and it didn't come in, so he ordered another one and it still didn't come in. Finally he ordered ten of them and a week later one showed up. We open the box and discovered that it had been dropped and the lip for the rear pan seal was broken. The parts manger was adamant that I had to buy it but I was not going to accept a new engine block that was broken. The problem was solved when the other eleven blocks showed up. We picked the most un-

Imagine driving through an average residential neighborhood and seeing what looks like a derelict Hertz car sitting in the driveway. How can you not stop and ask?



After ignoring a car like this for so long, you know when it's time to take action. And as you start digging into you realize it's worse than you thought. That kills a lot of dreams, right there. But not so with 6S1431.

damaged box and sent the rest back. I often wonder where they all went.

We installed the new block in the car and replaced all the belts and hoses. I had a set of Hooker headers on the car but everything else was stock. The next year I went back to Bonneville, this time with my brother. He had recently gotten out of the service and had no plans, just $300 and a general idea of heading west. We stopped in Kansas and slept on the ground next to the car in a rest stop. Then we drove up to Holcomb to see where the murders took place in the book, "In Cold Blood." We drove to Smith Center, Kansas, to the center of the 48 states, saw the largest ball of twine, visited the home of Walter P Chrysler and drove through the Rockies. All of this was done in a Shelby that now had way over 150,000 miles on it and was getting tired.

I began to have problems on this trip. The engine was constantly overheating at high speeds. We have since learned this was caused by using a non-Hi-Po water pump. We were pulling up a long hill in Nevada somewhere, cruising at about 100 mph, when the engine began backfiring and shaking violently. We pulled off the road and luckily found a shade tree. I opened the hood and the engine was bouncing and dancing around, running on seven cylinders. We let it cool down for about an hour and decided to pull some plugs. I thought it may have dropped a valve or perhaps thrown a pushrod but we got lucky when I pulled the last plug out and it had a giant chunk of carbon on the tip. I cleaned it off and reinstalled it. I started it up and it ran great. Oh joy – problem solved.

Life has a way of making you humble and this was going to be one of those times. I put the car in gear and moved about ten feet and it sunk down in an alkali pit. This is like a trap of baby powder; fine dust and when you get stuck in it, and you are truly stuck. We stomped around and found that we were right on the edge of it. We used a trusty army entrenching tool I carried in the trunk and dug our way out. Back on the road again, we headed to southern California, again to Disneyland and then north, to the great I-5 and up the center of the state.

Long and hot was the best way to describe it, with lots of farm land and not much else. We diverted over to the coast and purchased a hang glider which we had shipped back home. We then drove north through the San Francisco Bay area and into the northern part of the state. There were forest fires burning and the smoke and ash were all around. Finally, in the little town of Weott, my brother suggested that we ought to turn back. We stopped at Donner Lake to pay homage to the pioneers who were trapped by a snowstorm and became legendary when some faced starvation and were forced into cannibalism.

Then it was off to the Nevada border. At this time the Interstate Highway System had not yet been completed. You would have miles of interstate but when you came to a town the road would normally drop back into two lanes and pass through the middle of towns. We had 398 miles to go, and 75 miles of it were not interstate. So off we drove, 100-plus mph the entire way. We made it to Wendover in four and a half hours and pulled in the gas station near the Stateline Casino.

Right before we stopped I heard a strange moaning or howling noise from under the hood. We quickly discovered it was the alternator. It was about 7:20 p.m. on a Saturday night in Wendover on Labor Day weekend. The odds of getting this fixed were certainly not in our favor. I took the alternator off the car in the parking lot and disassembled it. One of the diodes had fallen over and shorted out. We couldn't find new parts so I did the next best thing. I removed the positive and the opposite negative diode and we now had a perfectly good alternator that could produce maybe, 20 amps, rather than its normal 42 amps. That meant no radio and no heater. I replaced the diode plate when I got home and that alternator is still on the car today.

We drove along through Utah and got to the edge of Wyoming where we found ourselves facing at the biggest and blackest storm I had ever seen, before or since. It was a storm of mythical proportions, so we decided to sit it out in a rest area under a shelter and as the storm approached it got windier and the rain felt like little bullets. The rain was coming at us sideways. It was raining so hard we couldn't even crack the windows for air. It was like being hit by a firehose. Once it slacked up a bit we started down the road and as we were passing a truck, another of mother nature's disasters struck. A lightning bolt hit the truck and we were momentarily deafened and blinded. How close we came to getting hit, I can only imagine. But the Shelby took it in stride and got us home.

One day at the dealership a guy I knew who had a perfect 1968 GT500KR convertible, white with a four-speed and air came in and asked me if I wanted to buy it. He had gotten his girlfriend pregnant and her parents insisted they get married. He wanted $1500. I told him I wasn't interested and he came back few days later and offered it to me for $1200. The next week it was down to $1000 and finally the day before the wedding he came in and said $600 would make it mine. Again, it was another one that got away.

By this time the Shelby was showing its age. It was really getting beat, the seat frames were cracked, the dash was split and the interior rugs were starting to crumple and fall apart. I also began to see the results of driving it on the salt flats. The driver's floor became soft and nothing was holding the floorpan together but the carpeting. I trimmed a piece of sheet metal and slipped it under the carpet and had it propped on the ragged edge along the inner rocker panel. I had gotten another car and was using it less and less, but was still able to nudge it over the 200,000-mile mark.

About this time I met a young lady who found out I had a Shelby. Who was this girl who knew what a Shelby was and seemed interested in it? She said she had a friend who would love to see it and could she take it to show him? Sure, why not? Let a girl I really

didn't know, take my car to a place I didn't know, to show to someone I wasn't even sure existed. Oh, and keep it overnight. It turned out she was dating a guy who wanted to be a mechanic and loved Shelbys. His last name was even the same as mine, but he really wasn't a very good mechanic and he didn't have a Shelby. And before long he wouldn't have the girl. Was it love at first sight? I don't know but today she is my wife and she tells people I have had the car longer then I have had her.

By now the Shelby was really starting to show its age and they were really starting to become valuable. During this time we ran into a guy who also had 1966 Shelby GT350H, 6S1855. He was going to sell it because it had some issues. He had it parked in an alley in Northwest DC and I tried and tried to find someone who wanted to buy it. No luck; nobody wanted it. So I went to the bank and borrowed the $2,500 he was asking and bought it.

The car was in ok shape; it had some rust and had been in an accident that damaged the right front. It had a shelf instead of a back seat, a top-loader four-speed, frozen front brakes, no exhaust and it ran horribly. We pulled the engine and found it needed a block. I happened to have the original block out of my car (6S1431) so it went in this car (6S1855). We fixed the clutch linkage, installed a new exhaust system, got a Holley 715 and in almost no time we had a pair of his and hers Hertz cars.

My wife and I were in the market for a house and we had saved some money. Along with a little loan from my mother we were able to get our first house, with a mortgage payment of $435 a month. How were we going to be able to afford it? We decided to sell one of the cars to pay my mother back. I got in touch with Bill Collins (Bill Collins Collector Fords, Harrisburg, Pennsylvania) and sold him the car for $5,000. Little did I know I had not seen the last of that car.

I was finally forced to take my original Shelby off the road. I was driving one day and heard a noise, like a metal chain jangling along the ground. The driver's seat belt had fallen through a hole in the floor and was bouncing along on the road. It was obviously time to stop driving the car. I checked underneath and the floors were rotted, the frame rails were weak and the brake lines were moist. The car was a ticking time bomb waiting to take someone out. So I parked it in the driveway and it sat there for about five years.

And before I knew it, I owned two Hertz cars. But not for long.

We moved to a new house and I still didn't have a garage, so I moved the Shelby to my dad's driveway. He said people would stop by once or twice a week and ask about the car. It was rusty, filthy, covered in tree sap and bird crap. I knew it had to be saved and I knew I would have to do it myself. I had been saving parts since I first got it, buying them here and there at the Ford Dealer I worked at: a padded dash, $12.00; fenders, $29.00; full quarters, $102.00. The list grew and grew. My father passed away in 1996 and finally I moved the car to my friend Dave's barn. He had all of the tools and equipment to do the job; all I needed was time and money. Well, with three kids and one family income, money was something that wasn't abundant, but time was.

We started it for the first time in six years and it belched black smoke. The exhaust had fallen off, one plug wire was missing and the tires were going flat as I drove it slowly into the barn. It had no brakes so it was a very slow trip. We began disassembling it, taking care to preserve as much as possible and we took hundreds and hundreds of pictures along the way. The floors were gone, the rockers had mice nesting in them, the cowls were full of squirrel nests and were rotted all the way through. In short, it was a disaster. During its time in the driveway a tree had fallen on the roof and dented it.

We pushed on, taking apart what

was good, cleaning and repairing it and storing it away for reassembly. The body took us three or four years to get done. The drive line, minus the engine, was redone. My brother-in-law repainted the car for $1100. It got to the point where it was time to make a decision about the engine. I sent it off to a machine shop because it needed some modern technology to deal with today's fuels and oil. It came back the day after Christmas, 2012, balanced and blueprinted and we restarted it for the first time. It cranked over about three turns and then fired right off. A ton of little details still needed to be done. The original tachometer had been stolen and during the reconstruction I found someone who had an original tach he had bought at a flea market in 1970 in Glen Burnie, Maryland not too long after the original had been stolen from my car. He brought it over and we took it apart, and the date on the inside was remarkably close to the production date of my car. So close, in fact, that I suspected it was the original tach. The owner told me he wanted it to go to a good home and he had it listed for $250. Then he turned to me and said, "*This is the best home for it.*" He gave it to me. I sent to out to MoMa Manufacturing in New Mexico and Margaret and her crew, who seem to have all of the original Faria parts, restored it perfectly.

Fred Ballard rebuilt the original fuel pump and I found a date-coded Ford four-barrel for a 289 Hi-Po automatic transmission on the internet, again at a high price, but the guy who had it said, "*If you don't buy it, somebody else will and you will kick yourself.*" I bought it and have never seen another one even close to this carburetor's date. I started searching for the original engine block that one I had installed in 6S1855. I found the car for sale in California and I asked them to check the block to see if it was the same one. It wasn't. I began searching back through the owners and I am still in the hunt for it. The car was purchased by hot rodder George Poteet and I called him about purchasing the block. We talked about Bonneville and he told me he had a car that I could drive there if I wanted to. If I could come to Bonneville he would make it happen. I couldn't get away from work at that time but I am glad to have had the offer. Maybe one day it may happen.

The first show I took the car to was at a local beach. It was where I had my first job and it now hosted a spring car show each year. The car was running but not completely finished: the stripes weren't on it yet and the window moldings were still off. I probably shouldn't have taken it there but I couldn't wait. When I arrived (it was only about a half-mile trip from where it was being worked on) I parked it in the field. A lot of local people were at the show and some came up to me and told me about another Hertz car that used to sit in a driveway, covered in dirt, and how it was horrible that someone would let the car deteriorate like that. When I told them this was that car they couldn't believe it.

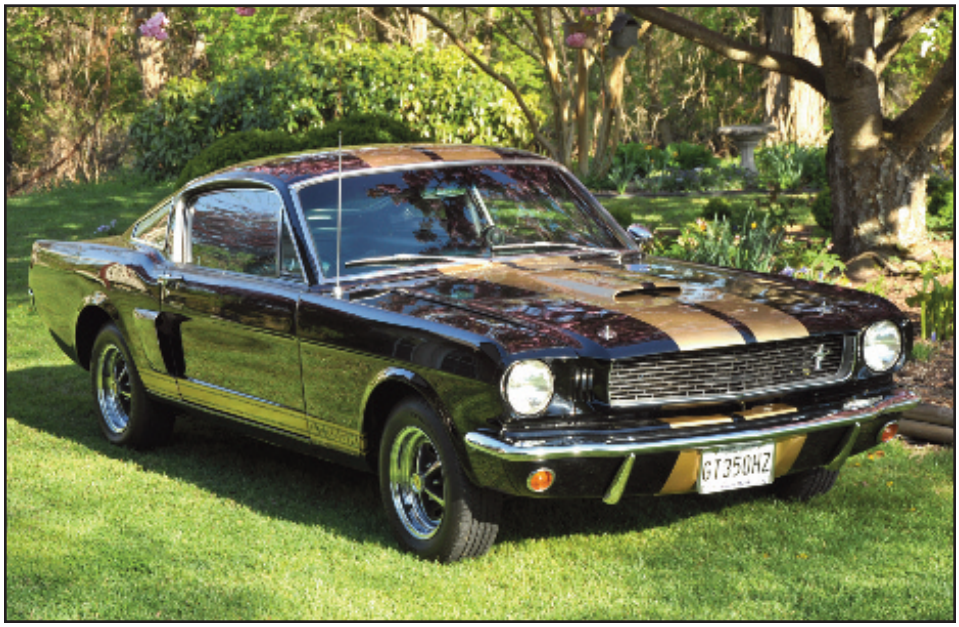
I also ran into some old friends, including Jimmy Caldwell. He looked the car over and asked if I wanted to give him a chance to win his $100 back and we both had a good laugh about that. Sadly, Jimmy passed away the following week from a heart attack, but I hope that the good time we had that afternoon made it a great day for him. The car won a trophy from State Farm as the sponsor's choice. It was awarded by my insurance man and I had always kept the car insured and registered even when it was apart. I always knew it would get done – I just didn't think it would take this long.

Since then, 6S1431 has been on the road and it has been to many shows and cruises. I tell people about loading seven people in it and riding

to Ocean City, Maryland, or about driving it to Nags Head, North Carolina with a hang glider on the roof. I tell them about traveling across the country and sleeping in it. Last summer I went to my first SAAC convention (SAAC-40) where it won 3rd in popular vote. I drove it up to Pocono in the rain, went on the poker run and generally had a great time. We plan on going to SAAC-41 and we'll drive it there. This is a car that was made to be driven.

I have had it at the DC New Car Show over the past several years in the Classic Mustang Display and people are amazed that I drive it into the city in February, or even that I drive it at all. When they find out it was an ex-rental car and that they could have rented it in 1966 they are truly amazed that such a time existed when you could actually rent one of these cars. Even today, at a car show and cruises, I see young people looking at it, most probably thinking, "*Oh, an old Mustang.*"

But once in a while you see someone with something in their eyes. A person with that special fire and passion that lets me know that after I am long dead and gone, they will be the keeper of the keys. They will be the ones driving these cars and telling others about the fun they have had. When I see a person like that I call them over and ask them, "*Would you like to sit in it?*"



The Shelby Playboy Connection

– Rick Kopec

The August, 1963 issue of *Playboy* featured a red Cobra roadster on the cover. The car was brand new at that time; it was exciting and was receiving wide recognition in the automotive world. *Playboy's* editors rightfully saw the car as compatible with the "Playboy lifestyle." Shelby American realized that *Playboy* magazine was, perhaps, the perfect venue to reach potential Cobra buyers: upscale, sophisticated, knowledgeable and with the disposable income sufficient to purchase a car that cost as much as two new Ford Galaxies.

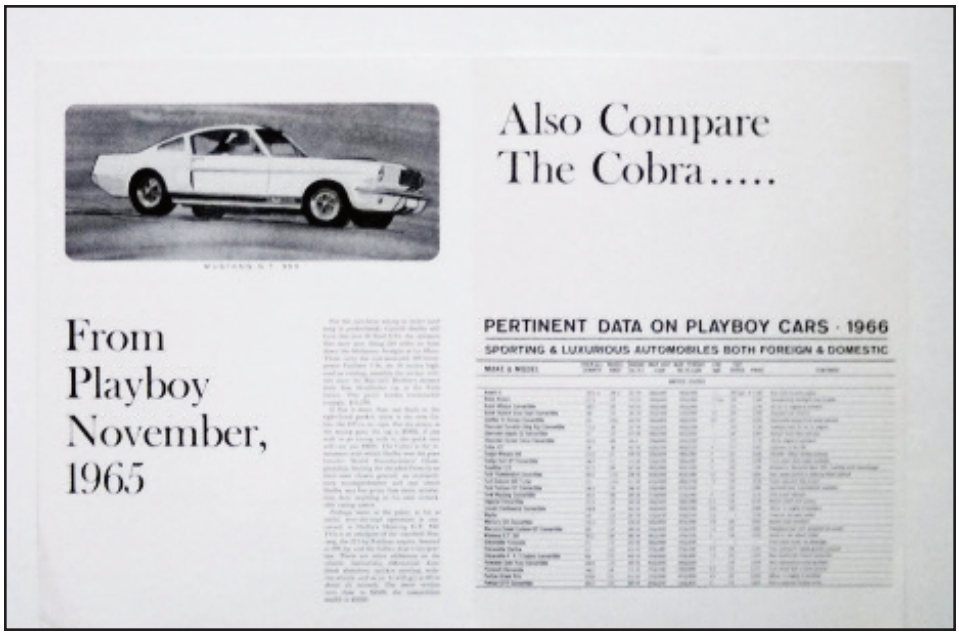
Shelby American's advertising budget was very modest at that time; by August (when an ad would have had to be placed), only a handful of Cobras had been sold. Shelby hitched up his pants, took a deep breath, and committed to a full-page, full-color ad in *Playboy's* October 1963 issue. The cost of the ad was probably more than the list price of a Cobra.

Getting the car in the pages of *Playboy* was hitting the right target, but it was very expensive. Better than an advertisement, and infinitely cheaper, was getting a car included in *Playboy's* editorial mix. Because the Cobra was such an exciting and powerful sports car, it played right into the magazine's macho ideology. Cobras (and later GT350s) from Shelby American's public relations pool occasionally found their way to the magazine's offices. One drive would keep the car on the mind of an editor for a long time. It was not a coincidence that Cobras became no strangers to the pages of the magazine.

By the time new GT350s had been in dealer's showrooms for about eight months, a full-page black and white ad was placed in the November, 1965 issue of *Playboy* for the 1966 model. This was followed, three months later, by a second ad which was only run in the magazine's West Coast edition. No matter: the Cobra, and later the GT350, had shown themselves to fit into the magazine's tenets. By 1967, everything was ramping up at Shelby American: production, sales, cash flow, and increased color choices

and options for the cars. *Playboy* readers were still excellent targets, so advertising continued.

By 1968, Shelby Automotive took out four full-page color ads and, in an attempt to lower their advertising costs, they entered into a marketing cross-promotion. Shelby would provide a few cars from their press/public relations pool to Playboy executives and personnel at the Playboy Club Resort in Lake Geneva, Wisconsin. In return the cars would get editorial mention. In the 1960s, Playboy expanded their magazine/publishing empire to include a series of "key club" restaurants in the larger cities. These were, essentially, upscale bars and restaurants



A brief article in *Playboy's* November, 1965 issue containing a chart of comparison data on "Playboy cars" was turned into a piece of showroom literature by Shelby American. This is an example of the cross pollination between Playboy and Shelby American.

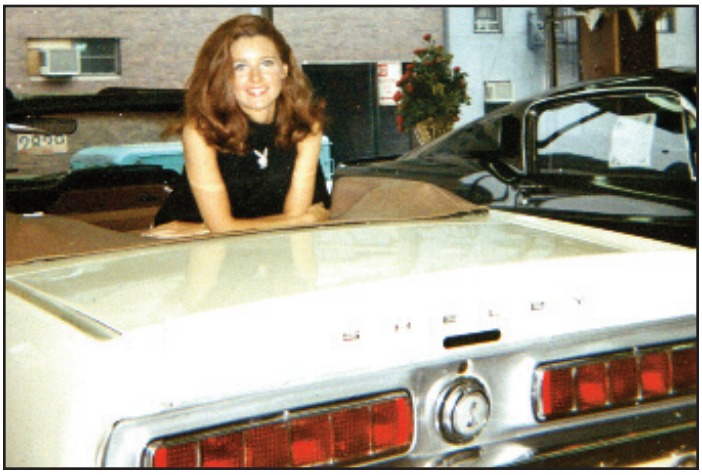
which were open only to members (a Playboy "key" was initially required but was later replaced with a plastic credit card). Hostesses and waitresses were Playboy Bunnies in their unique "uniforms." There were about a dozen or so clubs across the country and by the late 1960s they were joined by three resorts: Lake Geneva, Wisconsin (just north of Chicago); Great Gorge, New Jersey (ninety minutes west of Manhattan); and in Jamaica.

Shelby Automotive's marketing and advertising departments were convinced that the readers of *Playboy* magazine were the perfect target audience. Their advertising agency had conducted an exhaustive survey of potential magazines, demographics and cost analysis. The research showed that Playboy magazine was the single best place to advertise. However, Shelby Automotive's advertising budget was nowhere near large enough to allow them to do more than one ad every couple of months. They were able to negotiate with *Playboy* to use of some of their cars in return for placing full-page, color ads. Having Shelbys readily available to Playboy photographers greatly increased the opportunity of getting them in the magazine as part of an article, instead of as a paid-for ad. Also part of the contract was that Playboy would supply Playmates to Shelby Automotive to make personal appearances at dealerships and car shows.

SAAC has identified eleven 1968 models (ten convertibles and one fastback) which went to Playboy Enterprises. The paperwork consists mostly of warranty claims for small problems such as replacement of non-functioning components, or various misalignments and adjustments. The warranty forms showed that the cars were assigned to Shelby Automotive's Marketing Manager, George Merwin. The convertibles were all shipped to Shelby franchised dealers closest to the Lake Geneva Resort: Northwestern Motor Car Co. in Milwaukee, Wisconsin and Minar Ford in Minneapolis, Minnesota.

PLAYBOY PROMOTION CARS

•8T03S173639-01989. GT500 automatic; Sunlit Gold with black interior and white top (Northwestern).
•8T03S173659-02057. GT500 automatic; Acapulco Blue with saddle interior and white top (Northwestern).
•8T03S177988-02476. GT500 automatic; Wimbledon White with saddle interior and white top (Northwestern).
•8T03S179578-02755. GT500 automatic; Acapulco Blue with black interior and white top (Minar).
•8T03S179596-02775. GT500 automatic; Highland Green with saddle interior and white top (Northwestern).
•8T03J180321-02888. GT350 four-speed; Red with black interior and black top (Northwestern).
•8T03J180347-02991. GT350 automatic; Lime Green with black interior and white top (Minar).
•8T03J183075-03086. GT350 automatic; Black with black interior and white top (Minar).
•8T03J183076-03088. GT350 automatic; Highland Green with black interior and white top (Minar).
•0T03J183081-03093. GT350 automatic; Red with black interior and white top (Minar).
•8T02J205262-03216. GT350 four-speed; Lime Green fastback with saddle interior.



Scheduling a Playmate visit to a Shelby dealership was a Big Deal. The dealership promoted it in the local newspaper and in radio spots, and usually Shelby Automotive district sales representatives somehow found the time to be on hand. Occasionally local race drivers were added to the program. While seeing an actual Playmate was a treat for younger enthusiasts (who were nowhere near being considered potential buyers), the dealership's sales staff was usually even more excited. Visits typically lasted all day with a lunch or dinner break. The Shelby-Playboy connection seemed a good fit even though it was impossible to tell how many sales were a direct result. Miss July 1968, Trish Howard, visited Gotham Ford in New York City on June 28-29, 1968.

JUST DRIVE IT!

Is it really fun just watching your car sit in your garage?

– Harvey Sherman

Many of us who live in the great Pacific Northwest put our roadsters away around the first of November. I plug the exhaust system and intake before I cover it, something I learned from a military piston engine flight line mechanic. It works. When I start my car four or five months later, it runs as if I drove it the day before.

We don't expect much sun here in Seattle for four months after October ends. For some of us, desperation sets in from this yearly period of roadster deprivation. We need to start the car in the garage, just to hear it run. Having once suffered this ailment, I no longer do this, but I do have the shakes by spring and need a road fix to make them go away.

This year I spent the month of March in Florida doing car-things. Good medicine. In April, the weather Gods gifted Washington with a few sunny spring days averaging more than 20 degrees above normal, one day reaching 89, breaking the records for ANY April day dating back to 1894. I had to get out on the road.

Saturday morning I left at 8:30 a.m. for Highway 2, one side of the Cascades Loop which round-trips through the mountains between rainy Western Washington and the high, dry desert country of Eastern Washington where sun is the norm.

The young mountains are a spectacular sight on a light traffic, early spring weekend morning, before the motorhomes of summer invade the highways and block the views. I drove along comfortably at 60 mph on the two-lane, motor purring and top folded in the boot. Cold air at 4,000-feet over Stevens Pass had me leaning toward the heater vent under the tonneau. I smiled at the site of the downhill ski lift lines from the road. Had to be a great day up there above 5,000-feet where it's still too cold to melt snow. We had normal snowpack to date, though we lost twenty-five percent of it after a week of above-normal temperatures. The rain is back now, and a week later its cooler. It will build back up.

Leavenworth, the first sizable town east of the mountains, resembles a Bavarian village. Not on the destination list this weekend, so passed through. The highway widened to a divided four lane at Wenatchee where the mountains end. When I came over a hill and down a valley, snowcapped mountains above green hills in the rearview mirror made me pull off the road. As one friend commented on the photo; "*It looks like a picture puzzle.*"

I stopped for fuel later and the car drew a crowd. "*We don't see many of these English looking cars out here,*" one of them said. It's Washington Apple Country, and more recently vineyard country, where pickup trucks and tractors populate the roads, but the people who live there like Cobras. One gentleman in a Safeway parking lot waved and yelled, "*Thank you!*" For

bringing the car out I think, not for leaving. He waved with a smile.

I picked up Highway 28, east to Quincy, where fruits and vegetables have been processed forever. Now it's home to at least one of the largest data-centers in the world, placed there by a cloud computing company to take advantage of low cost electric power resulting from an abundance of rivers to dam, winds for generators, solar panels, low land costs and low property taxes in farm country. Can't say I know which building it lives in. There are lots of big ones housing potato chips or microchips with no signage. Maybe the NSA occupies one. If I found it I guess they'd have to kill me.

I paralleled the Columbia Gorge to a resort overlooking the river. CAVE B is built into basalt cliffs nine-hundred feet above the Columbia River where I stopped for late lunch on the terrace, and the friendly guy from Argentina remarked how much he liked my car from the window of his mini-van. It's a very peaceful place with great views. **http://www.cavebinn.com/**

On the way back, I stopped at an overlook to gaze down river where the Wild Horse Monument silhouettes a ridge top. **http://www.wta.org/go-hiking/trip-reports/trip_report.2011-05-18.5708299174**

A couple of young guys walked over to ask about the car. They said they knew it was "something British, an MG maybe". They offered to take my photo standing by it so you don't think I'm making this up. By then I had spent too much time taking photos, getting lost driving out of Wenatchee, hanging around Cave B, and talking to well-wishers about the car. With the sun going down, I still had to drive back over the pass to get home.

Forgetting the pass would be cold when I left in the morning; I brought no warm clothing and needed none on the return drive. The pass was warm. I arrived in Kirkland to find people walking around in t-shirts at 8:00 p.m. That's unheard of in Seattle in April. This turned out to be the record breaking hot day. I arrived home early enough to wake up fresh and wash and wax the car the following day. I didn't reach all the places I wanted to drive to. A good thing because I want to go back.

The car is Aurora, chassis #151; one of about 163 Cobra variants made in Richmond, Ontario, Canada in 1984. I bought it in 1987 with 24,000 miles on it. During the first years of ownership, encountering a "real" AC Cobra made me wish I had one of those, but over the years that feeling passed as I found this car is appreciated for what it is, an easy-to-drive, comfortable, street car and a well-made one. It now has 119,500 miles on it and is ready for another 100,000. I would have bought an original 289 Cobra if I could have afforded one at the time, but I'm not sure I would have enjoyed it more. Certainly I could not now because 289 Cobras have become so valuable and are not so robust or easy – or inexpensive – to repair.

Aurora Cars used new components available in the 1980s that were required by the U.S. EPA and DOT to legally manufacture and import new cars into the United States and sell them both direct and through new car dealerships. The car resembles a 289 Cobra, but is different underneath where a dual-plane space frame is suspended independently by adjustable coil overs. Possibly the world's shortest drivetrain ends with a Salisbury rear, as used in Jaguars and Corvettes of the era, with inboard rear brakes similar to an E-Type Jag. The body is hand-laid fiberglass epoxied to the frame. It makes a robust package that doesn't flex as much as you might expect, and has held up well to stress over use and time.

I replaced the original Mustang 302 GT HO, with a 5.0 motor I built up from a stock, junkyard bottom end, a set of aluminum heads, custom made Tri-Y headers and a Holley carburetor. It is no longer one of the fastest cars on the road as it was when I installed this motor in 1993, at an honest 2,300 lbs. with 290 horsepower to the rear wheels on a chassis dyno. It's fast enough to be fun. Since the front end weighs only 1,025 lbs. it turns in like the light front end car that it is.

Aurora fabricated wishbones for the rear with Mustang II upper arms and Mustang lower control arms in the front. The advantage of this combination of unequal length control arms is an excellent camber curve that makes for great road-holding. Bits and pieces that wear out, like bushings, bearings, and ball joints were replaced a few years ago, whether they needed replacing or not. It's a sweet-handling little car that accelerates and corners fast enough to get you in trouble or just have fun.

I enjoyed more than 15 years of track driving the car. It wouldn't win any vintage races, even though I can be entered now that so many valuable original cars no longer come to the tracks, but I suppose I could enter it as a "tribute car." Now 32 years old, it is vintage. I drive to the track, run it there and drive home, just like they did in the old days. I go on all-day tours like this one and on several day tours with no drama. That's more than I think I deserve from a car that cost so little to buy and drive. I remember

when I was parked outside a Seattle Ferrari dealership in 1990 and a salesman walked out and remarked, "*The most fun for the money you can buy; less than a nice Toyota*." That is as true today as it was then.

With a low frontal area to penetrate the atmosphere, light weight, and a not too over-the-top street/track motor, I managed more than 24 mpg on this trip, even with some stop and go traffic, driving in low gears through small towns. I also provided entertainment for the nice guys who stopped to ask about the car and take photos, when I ran through the gears to redline exiting the Wild Horse Monument pullout. They waved profusely when they passed by the rest stop a few miles down the road. I used 15 gallons of premium fuel on a 365-mile drive. At under $2.50 a gallon for premium, it came to $37.50. I can live with that.

It doesn't sound like a 289 race car, but neither do I want to spend the day driving with earplugs or listening to my ears ringing for a few days after arriving home. With exhaust pipes exiting ahead of the front wheels, I hear it well enough and it does bellow when I step on the gas.

Looking back on all those miles and all the things I did, I made the most and did the most I could with this little car. The paint and interior are a little rough, but I like it that way and so do most people who see it. I don't show it much, but when I do, it often collects a "People's Choice" or "Participants Choice" awards. I like that I can take it anywhere, park it and leave it. I like that it's economical enough and comfortable enough to spend an entire day in it, and not feel like I spent 12 rounds in a boxing ring, yet its fast enough to enjoy on a track day. It isn't worth a million dollars like some Cobras now are, but I had a million dollars of fun in it, and we're still making memories.

Click Collection to cross the block at Monterey

If you have been to one of the larger vintage races on the west coast in the past twenty years, the name Jim Click should be a familiar one to you. As a Ford dealer, it's no surprise that he vintage races Fords. His collection contains a GT40 MK I, a pair of small block Cobras, a GT350 and two Trans-Am Mustangs. All of them have tons of racing history.

After participating in the vintage race hobby for more than twenty-five years, Click has decided to downsize his collection of cars and let go of these half-dozen racers. "*It's time for me to let someone else enjoy the cars like I have,"* he said. The cars will be presented at this year's RM Sotheby's auction in Monterey, California. Click's decision to step back from vintage racing is becoming increasingly common today, as enthusiasts in their seventies begin to realize that it's time to turn a page in their life. There are others, a generation or two younger, who will be able to slip behind the wheel and continue to campaign these cars. And best of all, with cars like these, they have been prepared and dialed-in so that all a new owner has to do is suit up, strap in, pull the helmet on and go racing.

How does someone amass a collection of cars like this? Jim Click owns one of the country's largest automotive dealer networks with sixteen dealerships in Arizona and California. In 1991, his passion for automobiles attracted him to vintage racing. Thus was born Jim Click Racing. His goal was to purchase cars with unquestionable race history and prepare them to an exceptionally high standard of performance and reliability. After all, it's not much fun going to a vintage race and spending most of your time in the paddock working on your car. You're there to drive.

Living in Phoenix, Click got to know one of that area's most famous and successful Cobra racers, Don Roberts. In 1966, Roberts purchased CSX2473 from Hi-Performance Motors. It had originally been purchased

by Shelby American employee Jim Findlay who intended to race it and added competition components as his budget allowed. After modifying the car to competition specifications, Findlay ran out of money and turned the Cobra over to Shelby's dealership where it was purchased by Roberts.

Roberts, from Glendale, Arizona began competing in autocrosses and won every one he entered. In 1967 he won two hillclimbs and then began racing in SCCA; in two years he racked up 25 first-place finishes. In 1968 he won the B/P National Championship at Riverside, establishing a new qualifying record and fastest race lap in the process. Roberts then sold the car and it continued to be raced. He repurchased it in 1972 and finished second at the SCCA run-offs. The car was then sold again and went to Europe where it continued to be raced. In 1987 it was returned to the U.S. and vintage raced by two subsequent owners before being purchased by Click. It was restored by Roberts who drove it on occasion. To say this Cobra is the winningest Cobra ever is not an exaggeration.

When Don Roberts didn't have the Cobra to drive it didn't mean he was out of racing. He maintained a race shop and prepared other cars, among them a '66 GT350 B/P racer, 6S2363. In 1969 Roberts was occasionally asked to drive the Shelby and ended up purchasing it in 1971. After winning a few races he received an invitation to the SCCA run-offs where he finished third. By 1983 the car was owned by Jere Clark and was being actively vintage raced. Click purchased it in 2002 and continued to vintage race it. He had Don Roberts maintain it.

The other Cobra in Click's collection is CSX2326. It was originally a street car that was purchased by Click in 1974. After selling it two years later, he got it back again by trading a Porsche 930 for it. In early '91 Click offered the car for sale but when no buyer emerged he sent it to Roberts' shop to have it converted into a vintage racer and he drove it in events

CSX2473

6S2363

CSX2326

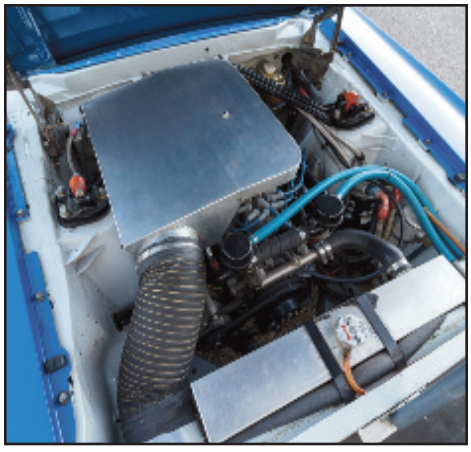
around the country for ten years. Click sold it in 2002 and then repurchased it in 2007.

Vintage racing gained popularity through the 1980s and 1990s, and aside from Cobras and Shelbys, the cars that attracted the most interest were the 1970s Trans-Am cars. The Historic Trans-Am Group was unique in vintage racing because it competed as a group, offering a full grid of cars to various vintage race organizers. They maintained high standards of originality, both cosmetically and mechanically, and ran their own drivers meetings and tech inspections. Their drivers all knew each other and their races were more of exhibitions in which drivers were monitored closely for safety and sportsmanship. The cars were too valuable to put at risk. In order to be accepted a car had to have a verifiable history of competing in at least one T/A event between 1966 and 1974 and the car had to be presented in the way it was raced.

It was – and continues to be – a close knit group known for its camaraderie and dedication to history. Unlike other vintage race events, the only way someone is allowed to compete in the Historic Trans-Am group is by having a car that has history and is accurately presented. Jim Click was able to obtain two of the most desirable Mustang Trans-Am racers and both have original Trans-Am and Historic Trans-Am race history. Someone with either of these cars would be admitted into the group without question.

In 1969, Ford supported two separate teams: Shelby American and Bud Moore. Both teams prepared cars built by Ford's in-house competition shop, Kar Kraft. The cars began life as Ford Boss 302 Mustangs. There were four Shelby cars in 1969; two were wrecked and replaced during that season. They were painted deep blue (a Ford corporate fleet color). Click's car is #3, which was driven by team drivers Horst Kwech, Peter Revson and Dan Gurney. At Lime Rock, on Memorial Day 1969, when Gurney and Revson were at Indianapolis, Sam Posey was asked to drive the car and won the race. It was the last time a Shelby team car would see Victory Circle.

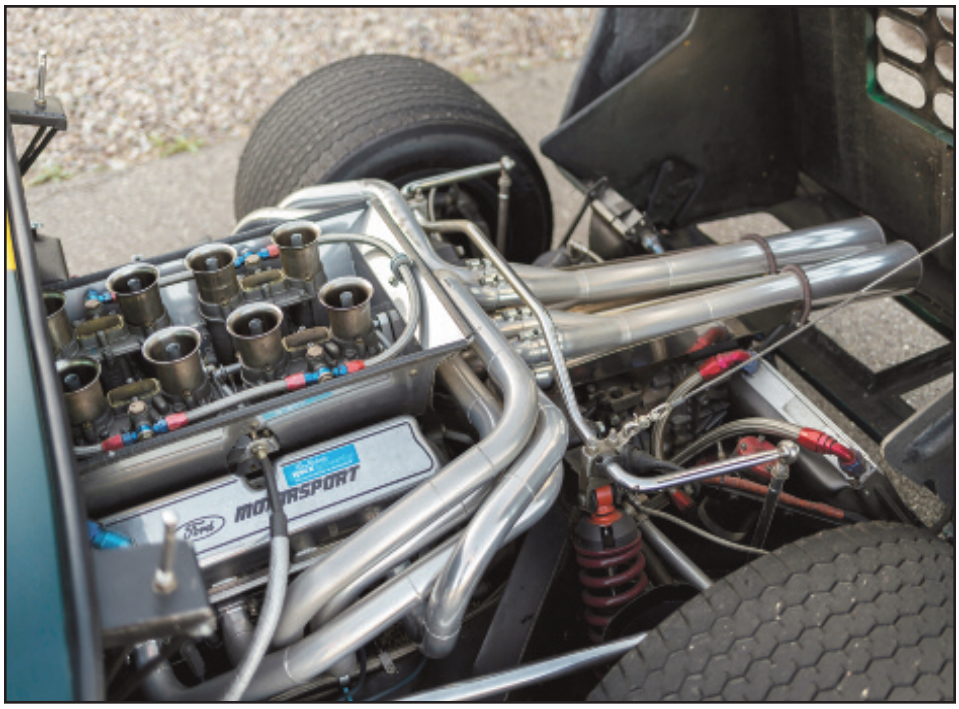
The second Ford-sponsored team was famed NASCAR stock car builder Bud Moore of Spartanburg, South Carolina. Rather than put all of their eggs in one basket, Ford played the two teams against each other and the one that did the best in 1969 would receive factory backing for the 1970 season. That turned out to be Moore's team. In 1969 his cars were painted red, white and black. For 1970 they were turned out in "School Bus Yellow." Drivers Parnelli Jones and George Follmer dominated the series,



winning the first four races and six overall. Moore had a couple of back-up team cars and the car in Click's collection is the one driven by Peter Gregg.

Any Ford collection worthy of the name must have a GT40, and Click's is no exception. P/1061 was originally used by Ford as a promotional vehicle in the Southeastern Regional Sales District in 1967 as part of dealer displays, auto shows and demonstration laps at SCCA events. The car eventually went to Australia where it was raced before returning to the U.S. It was purchased by Click in 1992. After being prepped by Don Roberts it was raced by Click in vintage events such as Laguna Seca, Riverside and Palm Springs.

It is one thing to purchase a car that is capable of being vintage raced, but finding one (or more) which are turn-key ready and need nothing except a tankful of gas is quite something else.



Having a collection of vintage race cars like this makes it difficult to decide which one to bring to a track on a particular weekend. With cars that compete in more than one class, bringing two or three to an event means two or three times as much track time. This is the purpose of vintage racing.

Deciding to sell a collection like this is no easy decision. However, when it's time to let go, you know it. After all of the enjoyment cars like this have provided over two and a half decades, seeing them sell for more than you paid for them has a way of taking the sting out of looking at all that empty garage space.

P/1061

NEWS FROM OZ

The Annual Dispatch from our Diplomatic Pouch

2016 Queensland Mustang Nationals Shelby Display

– Report and photos by Nez Demaj

It was that time of the year for the Australian Mustang Nationals and this time it was organised on the Gold Coast at Queensland. It was just yesterday that I was in South Australia at Easter for the Australian Mustang Nationals. How time flies. After catching up with the State Shelby Reps and the Mustang guys at the hotel, I knew I was in for a fun weekend — as usual. The Friday night dinner was a meet and greet with the interstate Mustang Members. It was a relaxing evening with a great variety of cuisine offered.

On Saturday, I attended the Mustang Judging together with Darryll Ashby (Queensland Shelby Rep) at Sunshine Ford. They provided their facility for the main judging of all Concourse Mustangs. The Saturday Night Dinner was another full-on feast at the Watermark Hotel. As the night progressed there were several Mustang items auctioned off which raised funds for the Queensland Mustang Club. They donated part of it to a local charity.

Early Sunday morning, I was travelling in Darryll Ashby's Black '66 Shelby GT350 to the Queensland Mustang Nationals, which wasn't too far from the hotel. There were several Mustangs there to greet us when we arrived at 6:30 a.m. on the foreshore, which was a great backdrop for a Mustang show. There were also 6 Shelbys on display and by the end of the day the total had grown to 13 Shelbys. It was a great effort by Darryll and the Shelby owners who brought their cars to support the Shelby display.

Apart from Darryll and myself, John Luca (Western Australia Shelby Rep) and Fred Pascale (South Australia Shelby Rep) were on hand to assist Darryll's Shelby Display and the rest of the Mustangs. Unfortunately, Brian McAllister (New South Wales Shelby Rep) couldn't attend the event due to work commitments.

Information on another five Shelbys were submitted to the Australian Shelby Registry, which boosted the total of Shelbys to 154, which is fantastic. Three years ago at the Western Australia Mustang Nationals there were 100 Shelbys registered. Now, three years on, another 54 Shelbys. The Shelby Movement in Australia is growing stronger and stronger due to the great efforts of the State Shelby Reps and the support from the Australian Shelby Owners which is a great team effort.

On Sunday night it was the Mustang Presentation Dinner which saw quite a few awards presented. Our South Australia Rep Fred Pascale received an Original Concourse Gold Award for his Acapulco Blue '68 Shelby GT500KR and Vic Newland won with his Lime Gold '68 Shelby GT500KR. Overall, it was a fantastic and well organised event by the Queensland Mustang Club and also by Darryll Ashby for his Shelby Display. Everyone here is looking foward to next year's New South Wales Mustang Nationals at Wollongong. You know where that is. We'll see you there.

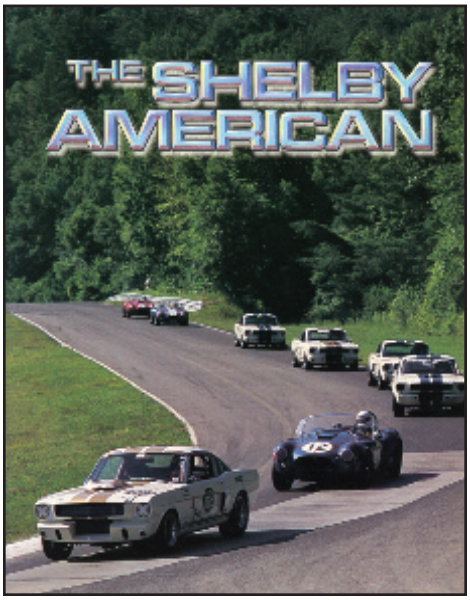
SAAC-25

A Quarter-Century of SAAC Conventions

– Rick Kopec

Our twenty-fifth convention was a big deal, even for us – and we tend not to make a big deal about anniversaries. We see most of them as contrived reasons to celebrate – like New Year's Eve. If you want to go out, drink beyond your ability to handle it, dance with a lampshade on your head, slobber all over yourself and insult people, you don't need the excuse of a special holiday to do that. Trying to justify it by saying, "*Hey, it was New Year's Eve,*" doesn't really excuse anything.

However, even we have to admit that 25 years is a long time for anyone to keep pulling the wagon of Shelby and Cobra enthusiasm up the hill. So our goal was to make it a blowout that everyone would remember.



THE BEST ONE EVER !

Pity the poor SAAC members who chose to make SAAC-25 the first convention they would ever attend. It was the biggest and the best one we've ever had — make no mistake about it. But how could they possibly know that, having never been to one before? Once inside the track their minds were probably spinning, thinking that each one of the past 24 national conventions was as action-packed as this one, with dozens of former Cobra drivers and team members walking around... cars of every description everywhere you looked... and vintage racers whose exhaust assaulted their ear drums while 112-octane leaded fumes lingered in the air long after they had lumbered through the paddock on their way to the pre-grid. Yes, SAAC-25 was all of this, and more.

Let's get the specs out of the way right up front. Combining these figures we have no doubt are accurate — SAAC pre-registrations, SAAC walk-ins on Friday and Saturday, and Lime Rock's advanced and walk-in ticket sales — the total number of people attending SAAC-25 for some portion of the four days was a shade over 10,000. We also know there were more than 1000 cars in Sunday morning's popular vote car show, because we printed 1000 windshield cards and envelopes and we ran out of them well before cars stopped rolling in.

SAAC-25 actually started last summer, around the time most SAAC members were packing up to head out to Michigan Speedway. We had met with Lime Rock's general manager, Garrett Mudd, who was very interested in finding a way for SAAC's 25th anniversary celebration to take place at his track. The club had visited Lime Rock four years earlier, so we were well aware of the track's scheduling limitations. Only ten unmuffled weekends a year are allowed, based on a court injunction handed down in 1957 right after the track first opened, and under which the it has had to operate ever since. For a club to score one of these coveted weekend dates is virtually unheard of, but the name "Shelby" still has a great deal of influence and prestige.

SAAC TWENTY-FIVE
SHELBY AMERICAN AUTOMOBILE CLUB
Lime Rock, CT June 30, July 1, 2 & 3 - 2000

The cost of renting every race track in this country has climbed each year and Lime Rock is no exception. The tab for 2000 was twice what it had been in 1996, and after that convention — a five day affair plus a one-day Skip Barber school — we thought we finally knew what "too much" was. We decided to scale future conventions down to three days. This would lower the cost for members attending as well as make it easier on the gluttons for punishment who volunteer to help us run them.

The July 4th, 2000 weekend was available at Lime Rock, but SAAC neither wanted nor could afford the entire five-day package (Friday, June 30th through Tuesday, July 4th). The track succeeded in interesting the SCCA in taking the time SAAC didn't want. Actually, two different SCCA regions were able to share the dates.

This was a perfect solution because it enabled SAAC to make vintage races a part of the convention, including them as a portion of the SCCA's two-day program. The finalized schedule made SAAC-25 a four-day event — a full day of open track on Friday, a half day on Saturday morning, car show day on Sunday and a half day of open track on Monday morning. At noon on Saturday SAAC turned the track over to the Northern New Jersey Region of the SCCA and they handled two vintage race practice sessions for each of the three SAAC vintage classes as well as practices for the Improved Touring class and the Volvo Series for production sedans. Monday afternoon's schedule included a warm-up for each group, followed by a 12-lap race for the three SAAC groups, a 20-lap Volvo Series race and a 40-minute enduro for SCCA FP and ITA cars.

Also factored into the equation were Lime Rock's rules for starting unmuffled engines, again owing to the 1957

GROUP SHELBY PLACE.COM elf Parish Heacock Outpost.com

The convention had been away from the northeast for three years so it was time to put that area of the country in our crosshairs. Due to the fact that I was vintage racing at Lime Rock every chance I got, and not coincidentally that I lived within spitting distance of the track, I had developed an excellent relationship with the track's General Manager. I sat down with him to discuss our upcoming convention and SAAC-21 was still fresh in his mind. He could not have been more accommodating. I made it easy because having used the track once before, I knew what was possible and what was not. I was able to save a lot of time by not asking for anything that the track could not deliver.

Lime Rock had recently undergone several improvements. The most visible was the new Michelin Tower at the start/finish line. It was designed by local son Sam Posey, whose talents beside driving race cars include being an architect, author and artist.

court injunction. No unmuffled engines could be started before 10 am on Friday, 9 am on Saturday and 12 noon on Monday... or at any time on Sunday. This meant all race cars had to be pushed or towed to their spaces in the car show and SAAC participants took all of this in stride.

On Thursday the club contracted with the Skip Barber school to put together a driving course specially suited for SAAC members. The morning portion made use of the school's cars and concurrent training included vehicle dynamics, skid pad work, the slalom course and threshold braking. Afternoon participants drove their own cars (muffled only) and under the watchful eyes of the Skip Barber instructors, lapped the legendary 1.5 mile course until they could describe every turn with their eyes closed.

Having the Skip Barber school in session on Thursday permitted SAAC to gain entry to the track a day early at no cost. Getting a head start on registration, paddock parking, tech inspection and swap meet set up allowed the convention's first actual day (Friday) to run as smooth as STP.

SAAC-25's special invited guests, former Shelby American personnel, drivers, fabricators and independent Cobra and GT350 drivers began arriving on Friday. We usually manage to entice a few to every convention but we wanted to make SAAC-25 really special. With the help of SAAC member Bob Shaw, who has single-handedly taken on the job of establishing a communications network for former

A new standard was set for the Long Distance Award when SAAC members Kei and Miki Iinuma drove their Cobra replica to SAAC-25 from Honolulu! An ocean freighter brought the car to Oakland and then they drove it to Lime Rock and back. Not only that, but at SAAC-25 they ran it in the open track. And there's more! SAAC-25 wasn't their first convention with this car. They also drove it to SAAC-20 at Atlanta, and SAAC-22 at Road America. The next time someone tells us a convention is too far to drive, are they going to get an earful...

Shelby employees and Cobra team members, we were able to contact 175 people who had some connection to Carroll Shelby, Shelby American or the cars. About seventy percent of them presently live in California, so we realized it would be a long shot getting a large number of them to come to Connecticut. The invitations went out in February and almost immediately confirmations began coming back. By convention time the list was almost 40 names long and included someone from almost every period of Shelby American's (and Shelby Automotive's) history, and every background from drivers to mechanics and fabricators to people in the business and financial end of things, design and development, logistics, marketing and public relations. It was as representative a group as you're likely to find. Many were seeing each other for the first time in 20 or 30 years.

Another thing that made this convention so exciting was the actual vintage races which were planned. Back in 1980, when we started to include open track events at national conventions, seeing (and hearing) Cobras, GT40s and Shelby race cars on the track, in all of their straight-pipe glory, was something that very few people had a chance to experience. Keep in mind that this was before vintage racing was as common place as it is today. At those early conventions the open track was as much a spectator event as it was a driving event for car owners. As time passed, however, and more and more convention open track events took place and the uniqueness of seeing these cars at speed on the track disappeared. Members who were actively vintage racing stopped bringing their cars to conventions. But all this changed with the announcement that we would have vintage races as part of SAAC-25.

Once again, spectators lined the pit

We were able to round up 28 VIPs for our official SAAC-25 group photo, out of probably 35 or more of these guys who were running around. They represent a good cross section of the people who made Shelby American the success that it was: higher ups in management, team drivers, fabricators and mechanics, administrative people and independent car owners and drivers. Many had not seen each other in more than twenty five years. Pictured left to right, top row: Joseph Parrer, Steele Therkelson, Jerry Schwarz, Mark Pajar-Dadiani, Bernie Kretzschmar, Lew Spencer, Al Dowd, Walt Hane, Dennis Doty, Mel Wentzel, Bob Johnson, Chuck Cantwell, Tom Payne, Carroll Shelby, Leo Beebe, Ray Caddas, Frank Martin. Bottom row: Bob Oltbaff, Frank Lanza, Bob Boudurant, Deke Hemlgate, Dave Jordan, Tom Yeager, Mike Sangster, John McComb, John Morton, JL Henderson, Sonny Balcom.

One of the special features of SAAC-25 was a Shelby American team reunion. Our goal was to have as many of the of the people we'd all come to associate with Shelby American history as possible join us, but we knew that most of them lived on the west coast. We sent out 175 invitations. Since we were trying to make this convention a special occasion, we contacted a number of the club's more well-heeled members to solicit contributions for a "VIP Travel Fund" that would enable us to provide airline tickets, rental cars and hotel rooms for everyone who accepted our invitation. Our "sponsors" were more than generous and our travel fund swelled to almost $25,000. By convention time, 37 former Shelby team members were able to join us.

- Carroll Shelby
- Bob Bondurant
- Al Dowd
- Lew Spencer
- Carroll Smith
- Leo Beebe
- Chuck Cantwell
- John Morton
- Ray Geddes
- Bob Johnson
- Tom Payne
- Walt Hane
- Tom Yeager
- Bernie Kretzschmar
- Mike Sangster
- Jerry Schwarz
- Mark Popov-Dadiani
- Mel Wentzel
- Bob "Tweety" Aldridge
- Ed Casey
- Dennis Daly
- Phil Henny
- Dave Jordan
- Yale Kneeland
- Wayne Pierce
- Jim Riddle
- Stephen Shattuck
- Bob Tasca
- Dennis Walsh
- Joseph Farrer
- Dick Smith
- Sonny Balcaen
- Dean Gregson
- Deke Houlgate
- Steele Therkelson
- J. L. Henderson
- Lee Holman

wall and crowded the fences every time the loudspeakers announced it was time for Cobras, GT350s or Trans-Am cars to go out on the track. The cars came out of the woodwork. There were 24 entries in the GT350 race — more GT350s than in any other race, ever. It was also exciting to see former drivers in the field. Bob Bondurant and Walt Hane had GT350 rides, John Morton was in a Cobra and Chuck Cantwell drove a '67 Shelby notchback.

The racing schedule on Saturday and Monday afternoons meant that the only time kids could get their rides was on Friday. When the call went out more than 125 cars lined up in the hot pits to take on junior-sized passengers. There were so many cars that they were almost nose-to-tail all the way around the track. And the smiles on those passengers were a yard wide.

Friday evening's Shelby Art and Literature show was, once again, a popular activity. It was held at the headquarters hotel, the Sheraton Waterbury. Also included were some of the club's acknowledged experts fielding technical questions on one side of the ballroom. If you had a question, there was little doubt you could find an answer.

And don't forget the Model Car Contest. There was stiff competition in three classes, based on age: 9 and under, 10-19, and 20 and over. This originally started out as something for SAAC's younger members but when a handful of adults started pouting and acting like kids because there was nothing for them we expanded the classes. The level of workmanship of the entries in all three classes is nothing short of amazing.

Henry Ford II was invited by French officials to be the Grand Marshall at LeMans in 1966. After Ford's dismal failure at the 1965 24-hour event, when the head bolts on every engine stretched causing the head gaskets to blow, Ford's Director of Competition, Leo Beebe, recalled that HFII sent him a copy of his letter to the French, accepting their invitation. He also included a hand written note to Beebe on the back of a LeMans brochure. It said, "You better win. HF" Beebe had that note reproduced and sent a copy to everyone in Ford's GT40 program. He also put the original in his wallet and has carried it with him every day since then. He proved that by showing it to everyone on Sunday at the Shelby American Team lunch.

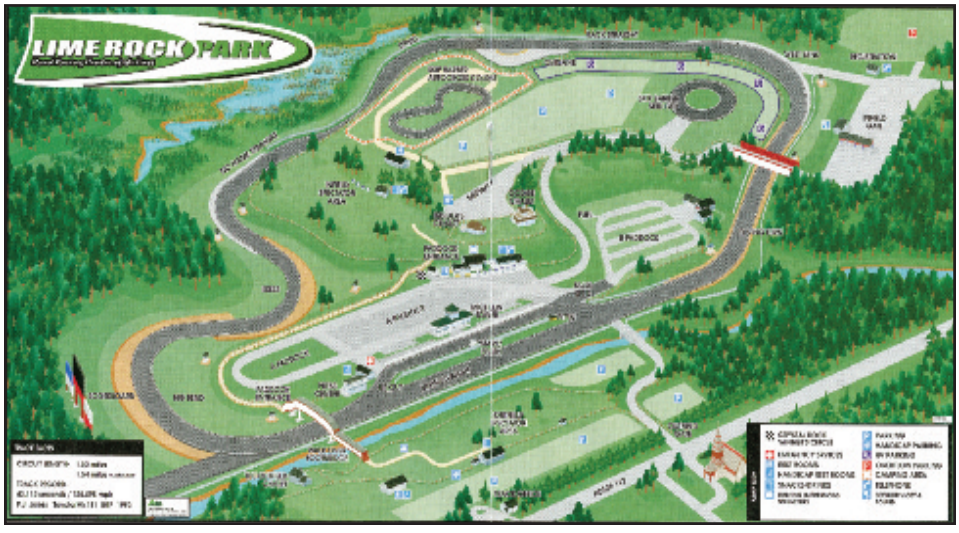
Saturday's open track occupied the morning and things were also getting up to speed in the swap meet. Many members expressed the feeling that the swap meet wasn't as big as they remembered in previous years, and no doubt they were right. After all, there are now an abundance of swap meets on the automotive calendar. Carlisle has so many you can't keep track of them, with a huge all-Ford meet a few weeks before our convention. And after 25 years, is there anybody who still has extra parts stored in their attics, garages and basements? Not likely — that stuff has all been liquidated by now. The prices of aluminum valve covers, intake manifolds and oddball Shelby parts have risen to the point where few enthusiasts can afford to "collect" them and hang them on their walls anymore. Times change.

Walt Hane is one of our heroes. In 1966 he won the SCCA B/P National Championship in an E-Model. He went on from there to become the SCCA's chief technical inspector for the Trans-Am series in 1967. Today he and his son Chip run EPS Automotive in Evergreen, CO where they specialize in building engines and preparing vintage race cars. They are both active in vintage racing in the Colorado area. When Russ Myers, current owner of 5R103, heard that Walt was coming to SAAC-25 he offered to let him drive his old mount. Walt had stopped it for vintage racing years ago, and had driven it a few times (most recently at Monterey in '97 where he was subjected to Stirling Moss' penchant for real door-to-door racing) so he was familiar enough with the car. Within a couple of practice sessions he was turning 1:04s at Lime Rock — a very respectable time. We're so used to seeing his name in print in race reports written 35 years ago that it's easy to forget this guy is 72 years old. And he's faster today than he was back then! Like we said, one of our heroes.

Everyone found their way back to the Sheraton for the Saturday evening dinner and program. With all of the guest speakers to choose from, we limited them to the most well known; otherwise we would have been there all night. Besides, there would be plenty of time for everyone to speak at some point during the weekend. We made sure of that.

On Sunday the schedule relaxed a little. No one had to be out at the track quite as early, but car show entries started rolling in a little after sun-up anyway. Well, you know how some of those car show people are... Concours cars were parked in a row in the hot pits, in the shadow of Lime Rock's new Michelin Tower (designed by Sharon resident Sam Posey). Teams of judges swarmed over them like ants at a picnic.

20 The SHELBY AMERICAN *70



We don't always hit a home run. We had an idea for the convention that we called "History at a Glance." We had small, 2″ diameter chrome stickers made that were intended to go in the corner of a car's windshield. They identified the car as belonging to an original owner, second owner, third, fourth or fifth. Other stickers identified a car as being purchased (by the present owner) for $1000 or less, $2000 or less, $3000, $5000 or $10,000 or less. They also identified a car as having its original engine, having 100,000 or more miles or having been driven to the convention. We gave these out at registration and the thought was that someone would put one or more of them on their car, and anyone walking past it would know, immediately, a little about the car's history. Some owners took the appropriate stickers and were happy to put them on their car's windshield. But we brought an awful lot of them back after the convention. It was one of those, "*it sounded like a good idea at the time*" things but in retrospect we'd have say that it bombed. We wouldn't try it again.

We received word from the creator and namesake of the Griffith, Jack Griffith, now living in Jacksonville, FL that he would like to come to SAAC-26 to partake in the festivities... and to see his old pal Carroll Shelby. We immediately sent him an invitation and helped him find a room at the HQ hotel. Then we asked SAAC member and Griffith owner Lou Santaniello to beat the bushes to make sure a handful of Griffiths were present. He did but at the last minute, Mr. Griffith contacted us and regretfully informed us that a family matter had arisen which would keep him from traveling north. We promised to invite him to SAAC-26 (Griffith owners take note).

The popular vote show cars were parked two abreast, at the outer edges of the track, and wound their way down the front straight, through Big Bend and the Esses and onto No Name Straight. By 10 am, if the cars could have been rejuggled (don't even think about that...) they would have made it around the entire track. But it wouldn't have been much fun for those who would have had to park on the uphill or downhill. So third — and in a few cases, fourth — rows popped up as more and more cars continued to enter the show.

We printed up 1000 windshield cards and envelopes and the supply ran out well before the last cars joined the pop vote conga line. The array of cars was nothing short of stunning. In fact, if there was one, single comment that seemed to float from person to person throughout the day, and to punctuate every post-convention conversation, it was the head-shaking awe of the large number of cars which showed up. Not that they just dropped out of the sky or popped up out of the ground; owners made the decision to bring them. One less car would have not made a difference, but if everyone had thought that way the convention — and the car show — would not have been very memorable at all.

One of our event's sponsors, Elf fuel, brought along a little battery-powered Formula 1 car and donated it to the cause, and at the Saturday night program we raffled it off. Ticket holders had to be 10 years old or younger and as soon as we announced the requirements the stage was stormed by hopeful winners, their young faces beaming with excitement. Kopec and Rhur looked like Captain Kangaroo and Mr. Rogers as they handed out tickets. The lucky winner (right) was Matthew Sellers of Missouri, TX.

SAAC-26 had to be a golden moment for R-Model owners and enthusiasts. All three fabricators — the guys who built every R-Model and Mustang Trans-Am notchback — were there along with their boss, Chuck Cantwell. Pictured (left to right) are Mike Sangster, Jerry Schwarz, Chuck Cantwell, Bernie Kretschmar.

SAAC member David Scaife had six of his cars transported to Linc Rock by Intercity Lines: a King Cobra, Hal Keck's 427 race car, Bob Johnson's R-Model and 289 Cobra comp car, a 289 LeMans comp car and Carroll Shelby's original twin-Paxton 427. The black car (left) is just like it was when Shelby scared the pants off of anyone foolish enough to ride with him.

Lime Rock is located in a very scenic part of Connecticut. The northwest corner remains very much the same as it has for the past fifty years and that is what provides much of its charm. The downside is that there are not many places for visitors to stay and that problem keeps the track from being able to schedule major racing events. The closest large facility we were able to find was a Sheraton Four Points, in Waterbury, Connecticut. It was about a forty-five minute drive.

Doug Chadwick of Morgantown, West Virginia has attended quite a few conventions with his antique Circuit Camera which takes 180° color photos. When printed, they were 5-feet long by 8-inches high. They made terrific convention mementos but proved expensive to have framed. And took up a lot of room on your wall.

In our comments at the Sunday evening program, we put a point on that. Convention turn out was terrific, and it was the one, single thing that everyone put at the top of their "Why SAAC-25 Was Great" list. Although some people thought it was necessary to wait for some special anniversary — a 25th, for example — to bring their cars, this is clearly not the case. Each SAAC convention has the potential to be just as great, and just as enjoyable, as this one. It only takes two things: for you to come, and to bring your car. It's a concept that is so simple it can be easily overlooked. Let's face it: people attend conventions to see as many cars as possible, in every state of condition from just-found-in-a-barn rust buckets to freshly painted ground-up restorations. And everything in between. Especially everything in between.

Shelby American's big rig has become a fixture at national conventions. If you want to see the Series 1 or talk to someone about a CSX4000, this is the place. It's also the place Carroll Shelby can usually be found to word to the wise.....)

Just before 12 noon a large tripod was erected in the hot pits and a 1980-vintage Cirkut panoramic camera was carried to the top. It's owner, Doug Chadwick, was in the process of creating the official SAAC-25 panoramic photo and without being told, people began assembling in the center. Maybe they were taking their silent cue from Carroll and Cleo Shelby who parked their golf cart right in front of the camera. Within the blink of an eye a crowd had formed behind them and Chadwick cautioned everyone the shot was ready, and not to move. The camera began it's slow and methodical 180° arc and when it was finished another convention was immortalized in a 10' high by 5' long color photo.

A lot of members back east had never seen the very first Cobra, CSX2000. So we asked Shelby if he could pack it along and he was only too happy to acquiesce. The car has never left Shelby's ownership, making him the ultimate original owner of a Cobra, even beating out Hank Williams!

SAAC Operating Director Howard Pardee found himself in demand on Sunday morning, stepping from one interview for *The History Channel* to another one for *Speedvision*. Of course, he insisted that his R-Model, 5R005, be used as a backdrop when he was on camera. Can you say "cheap theatrics?"

The next event on Sunday's schedule was the Cobra Team lunch, held in a large tent at the top of the infield hill. We managed to round up most of the specially invited VIPs - Shelby and his drivers, fabricators and employees, independent drivers and others who played roles in Shelby American history. Tickets were sold out well ahead of the event but a large number of "spectators" stood off to the side waiting for lunch to finish so the tall tales could begin. They were not disappointed. Master of Ceremonies Howard Pardee managed to get everyone who wanted to speak to the microphone. Each had interesting stories which were unique due to their individual perspectives. If

SAAC-25 was our largest convention to date (and actually turned out to be our largest one ever). Between pre-registrations and walk-ins we had almost 10,000 people attending for some part of the four days. This wasn't a guess – we were able to determine this by the number of wrist bands that were used in the course of the event.

Our Friday-Saturday-Sunday-Monday convention kicked it off with an "arrival day" on Thursday. We scheduled a one-day Skip Barber Driving School, which allowed us access to the track the day before the convention for load-in and early registration and tech inspection. It also allowed those arriving early to plant their flag in the paddock, unload and set up. It allows the event to start off – for them – at a much more leisurely pace.

About the time of SAAC-25, Lane Collectibles was marketing a series of diecast '65 GT350 R-Models. They were very successful and each model was sold out (about 2,500 of each were made) almost as soon as they were released. A lot of the sales came from Shelby enthusiasts, and that translated to SAAC members. In an attempt to make the most of this enthusiasm, Lane created a special model (only 750 were made) aimed expressly at SAAC-25 attendees. The R-Model was finished in silver (SAAC's silver anniversary) with a racing number of 25. It also had Lime Rock and SAAC 25th Anniversary decals. Before the convention was over, all 750 had been spoken for.

No matter where you turned, it seemed that you couldn't help bumping into someone who was an integeral part of the Shelby American team. Clockwise from above left: Al Dowd, Shelby's Competition Administrator, was the one who handled all logistics and scheduling for the Cobra Team; Ray Geddes was originally a lawyer at FoMoCo and became the liason between Ford and Shelby American. He cut through the red tape and made things happen. "Gentleman Tom Payne" was an independent driver who was tapped to drive roadsters and coupes when the Cobras went to LeMans. He also drove a GT350, GT40 MK II and a 427 Cobra. Bob Johnson was another independent driver who was invited to join the factory team. He also drove a GT350 as well as a Trans Am Mustang. John Mutton began working at Shelby American as a welder. He co-drove with Ken Miles in the first 427 prototype at Sebring. Chuck Cantwell was the GT350 project director and also drove a GT350. He went on to lead Shelby's Trans-Am team. Mark Popov Dodjam was a fabricator and race mechanic on Cobra roadsters, coupes and GT40s. Lew Spencer was a team driver, competition director and oversaw Shelby's Trans-Am team. He was also one of the principals of the Hi-Performance Motors dealership in Los Angeles.

Independent Cobra driver Mel Wentzel bought a 289 competition Cobra in 1966. It turned out to have been raced by the factory and then by Holm Keck. He brought along a couple of parts he claimed were little known Shelby American competition options which accounted for the 289s sometimes being faster than 427 race cars.

you came to the convention to gain an insight into the history that Shelby American created, you were not disappointed.

Normally a conventions wraps up on Sunday afternoon, with the hardcore lapping the track until the bitter end as the swap meet vendors pack up and individual cars drift out of the track, homeward bound. This year was, however, a little different. On Sunday evening, back at the Sheraton Waterbury, we held a dinner for the invited guests and the sponsors who assisted the club in helping them attend. Following that was an evening program where those who had not previously had an opportunity to speak were able to do so... along with some who had already spoken but who had their memories jogged and were able to add to the oral history that was being provided.

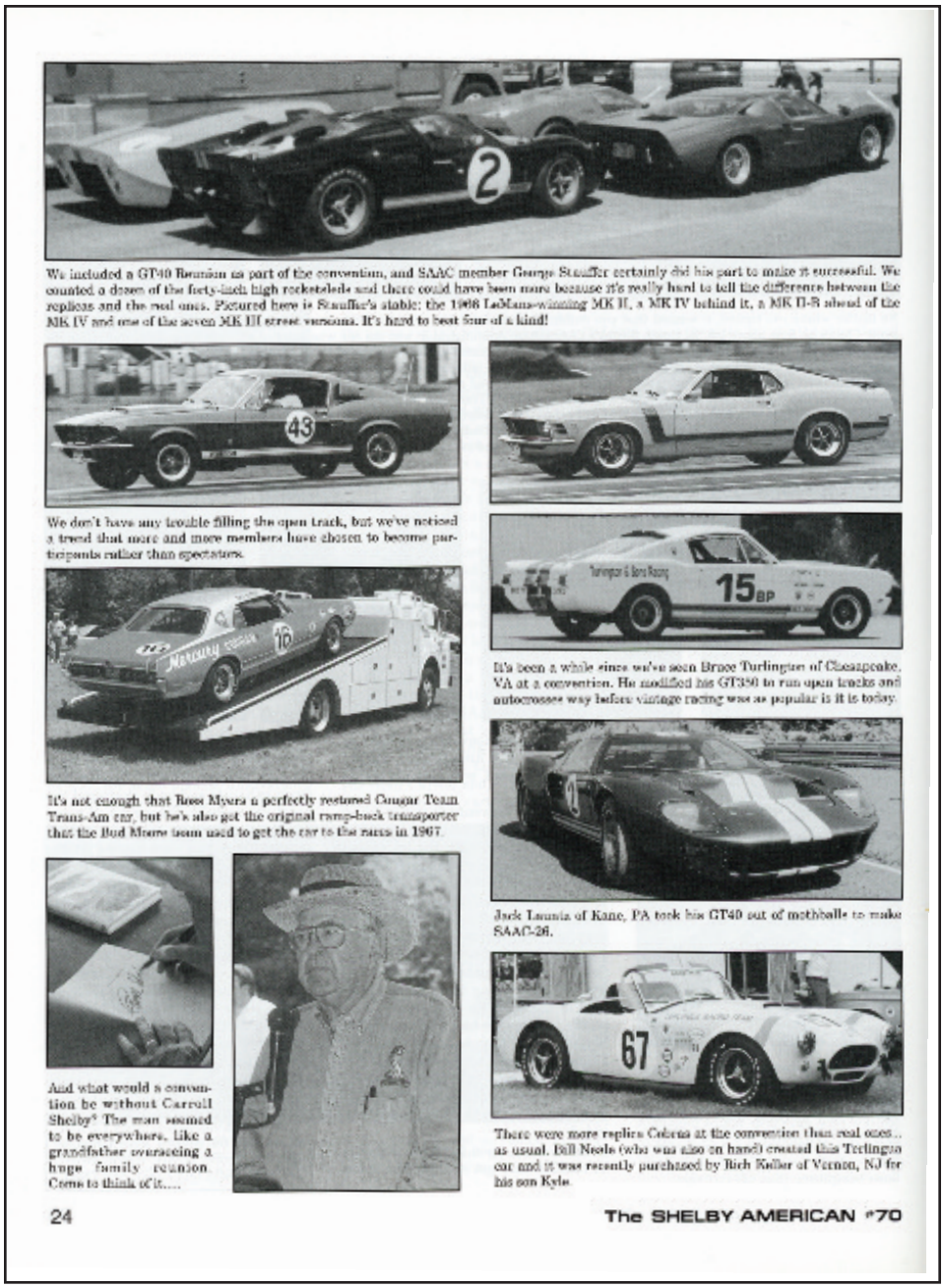
On Monday, open track participants in muffled cars got in their last licks. Time went by quickly and as noon approached it was accompanied by a tension that seemed to fill the air. Open exhausts suddenly shattered the quiet precisely at the stroke of noon, when the requirement for mufflers ceased. Cobra race cars headed for the pre-grid for their warm-up session as spectators found their way to the hillsides on the infield, outfield and against the fences. Instead of the convention ending with a fizzle, it was ending with an explosion of sound, color and excitement. The Cobra session was followed by one for GT350s. And a little after that (following a group of SCCA racers) the Trans-Am cars. This was an interesting group; early Mustang notchbacks, Boss 302s and '87 tube frame Roush cars were all represented.

SAAC-25 Photographers: Tony Carlotta, David Ellis, Bill Jenkins, Greg Kotsos, Joe Kravaris, Randy McKus, Regina Reiter, Lou Santaniello, Dan Tinker, Eric Trapp.

Lime Rock opened at 6:30 a.m. on Friday for registration and tech inspection. The driver's meeting began at 8 a.m. sharp. That made it a tough slog for those staying at the Sheraton in Waterbury, forty-five minutes away.

At 8:30 a.m. we held a First Timer's Class for those participants who, appropriately enough, were driving on the track for the first time. Rather than turn these neophytes loose to gain track experience on their own, we felt it important that we at least point them in the right direction by giving them some basics. Until you have driven at speed on a track, you cannot imagine what it is like. And it's nothing like mashing the throttle down on the interstate for a half-mile or so and watching the speedometer needle top 100. Novices need to gain experience a lap at a time, get comfortable with their car, and gaining confidence. Only when that happens will they begin to discover the pure enjoyment that comes from driving a high performance car on a race track. It doesn't happen immediately; it takes three or four sessions. But once the light bulb goes off over someone's head it is transformed into a wide smile.

Automotive artist and long time SAAC member Tom Honegger created a special poster for the Lime Rock convention commemorating the R-Model Reunion (there were several there). It featured a nice illustration of one of the factory R-Models as well as a bunch of other R-Model facts and figures. If they weren't sold out at the convention they were soon afterward.



We included a GT40 Reunion as part of the convention, and SAAC member George Stauffer certainly did his part to make it successful. We counted a dozen of the forty-inch high rocketeleds and there could have been more because it's really hard to tell the difference between the replicas and the real ones. Pictured here is Stauffer's stable: the 1968 LeMans-winning MK II, a MK IV behind it, a MK II-B ahead of the MK IV and one of the seven MK III street versions. It's hard to beat four of a kind!

We don't have any trouble filling the open track, but we've noticed a trend that more and more members have chosen to become participants rather than spectators.

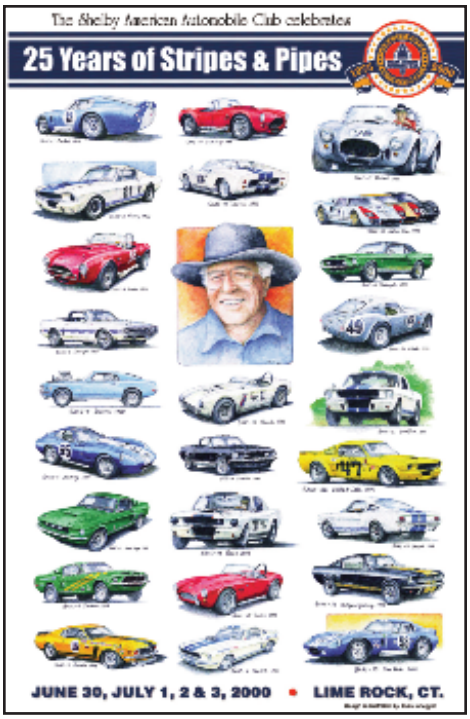
It's been a while since we've seen Bruce Turlington of Chesapeake, VA at a convention. He modified his GT350 to run open tracks and autocrosses way before vintage racing was as popular is it is today.

It's not enough that Bree Myers a perfectly restored Cougar Team Trans-Am car, but he's also got the original ramp-back transporter that the Bud Moore team used to get the car to the races in 1967.

Jack Launia of Kane, PA took his GT40 out of mothballs to make SAAC-26.

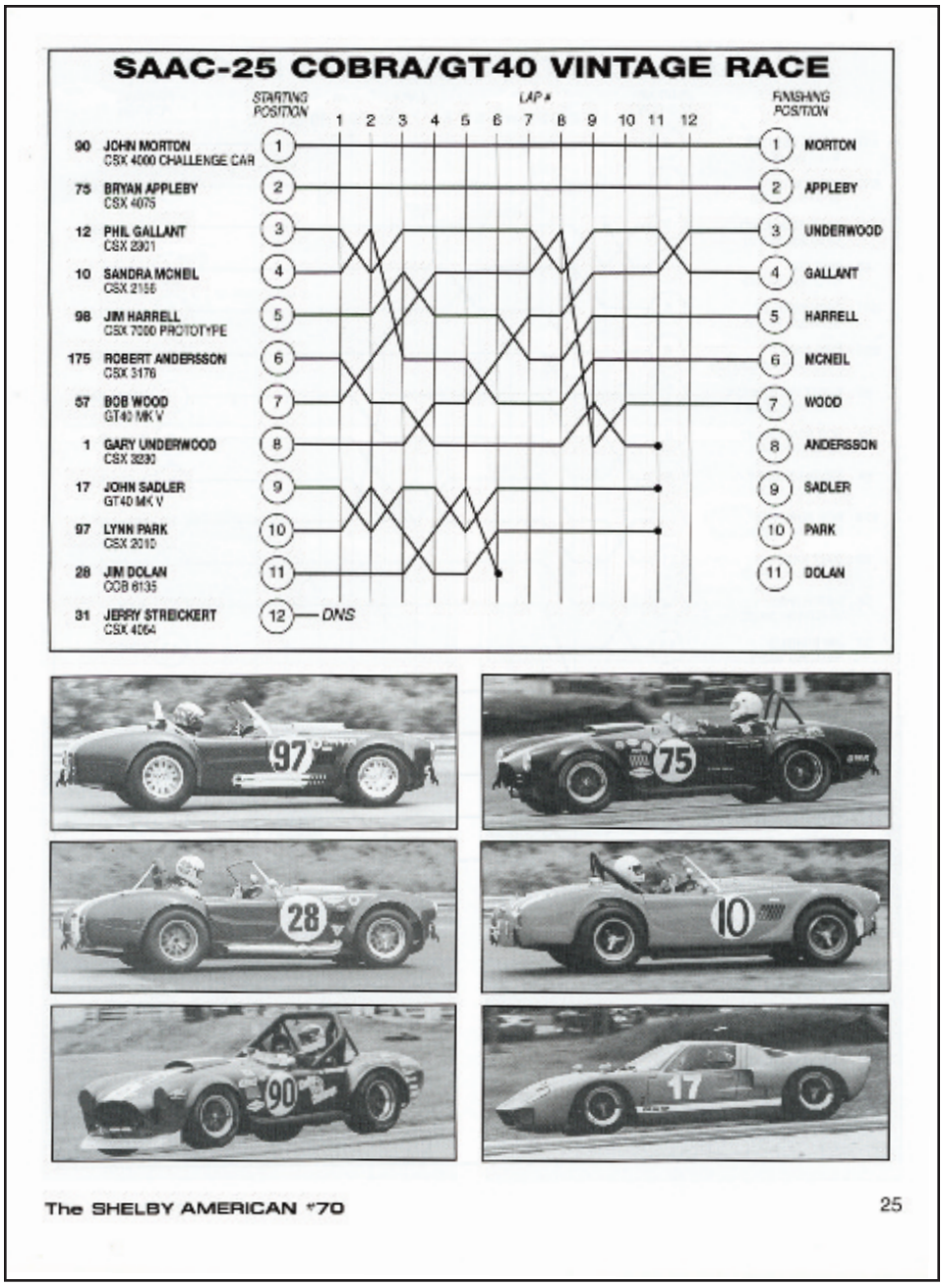
And what would a convention be without Carroll Shelby? The man seemed to be everywhere, like a grandfather overseeing a huge family reunion. Cems to think of it....

There were more replica Cobras at the convention than real ones... as usual. Bill Neals (who was also on hand) created this Terlingua car and it was recently purchased by Rich Keller of Vernon, NJ for his son Kyle.



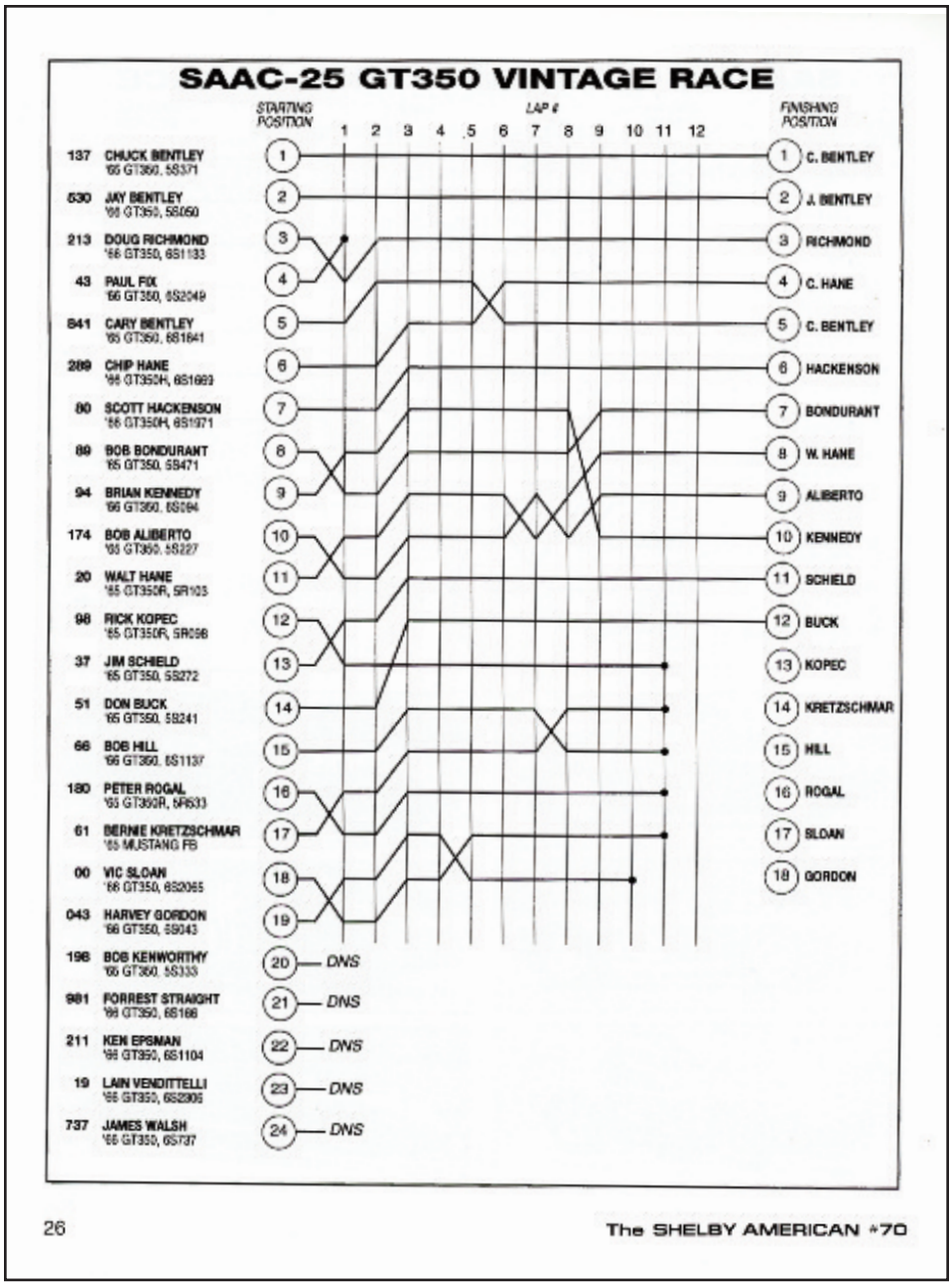
If you attended all of the SAAC conventions you would have had the opportunity to see a huge number of the rare or historical cars in Shelby American history. If you put them all together under one roof it would make an incredible museum. For a SAAC-25 commemoration poster, we sent SAAC member Tom Honegger twenty-five photos of what we thought were some of the most memorable cars at each convention. Today, some of these cars are old hat; they've been around and have been shown at various events and pictured in automobile magazines. But back when they were brought to these conventions, they were fresh and it was exciting to see them. Some had been recently restored and others had not been seen by the general public.

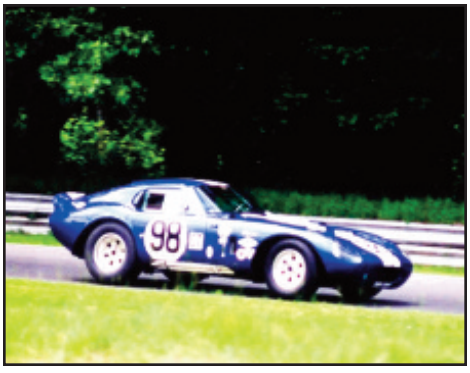
One of the Daytona Coupes was at SAAC-1. Many people had only seen pictures of the coupes in magazines, even though they had raced a mere eleven years prior. At SAAC-2 5R001 was freshly restored, and many had never seen an R-Model before. Dick Smith's 427 S/C represented SAAC-3. The 427 Super Coupe was at SAAC-6 and a GT40 Spyder was at SAAC-11. Shelby drove his 427 Cobra S/C completion car at SAAC-17 and the three 1966 LeMans-winning GT40 MK IIs were at SAAC-18. At SAAC-19 the 1968 "Green Hornet" experimental GT500 notchback was there. SAAC-22 was represented by Bill Paul's yellow '66 GT350 – the last Shelby to race in an SCCA race. This poster turned out to be very popular and almost all of them were sold out by the end of the convention. It was also produced in the form of a 5˝ x 7˝ post card.

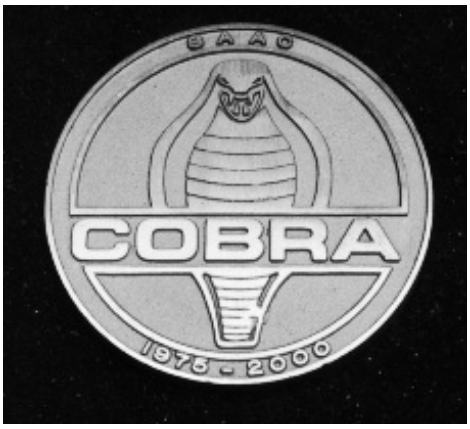


At noon, when the corner workers broke for lunch, it was time for Kids Rides. Open track cars lined up in the hot pits and SAAC helpers found empty seats for junior passengers. Speeds were limited to 55 mph and for many kids, it was their first experience riding in a Shelby or a Cobra. At the end of the day we held a special Ladies' Session, where wives and girlfriends could drive on the track – at whatever speeds they felt comfortable. There would be no pressure of being pushed by guys driving at a faster pace. This session was preceeded by a brief chalk talk that was a combination safety briefing and confidence builder. From everything we heard, the Ladies' Session was a resounding success.

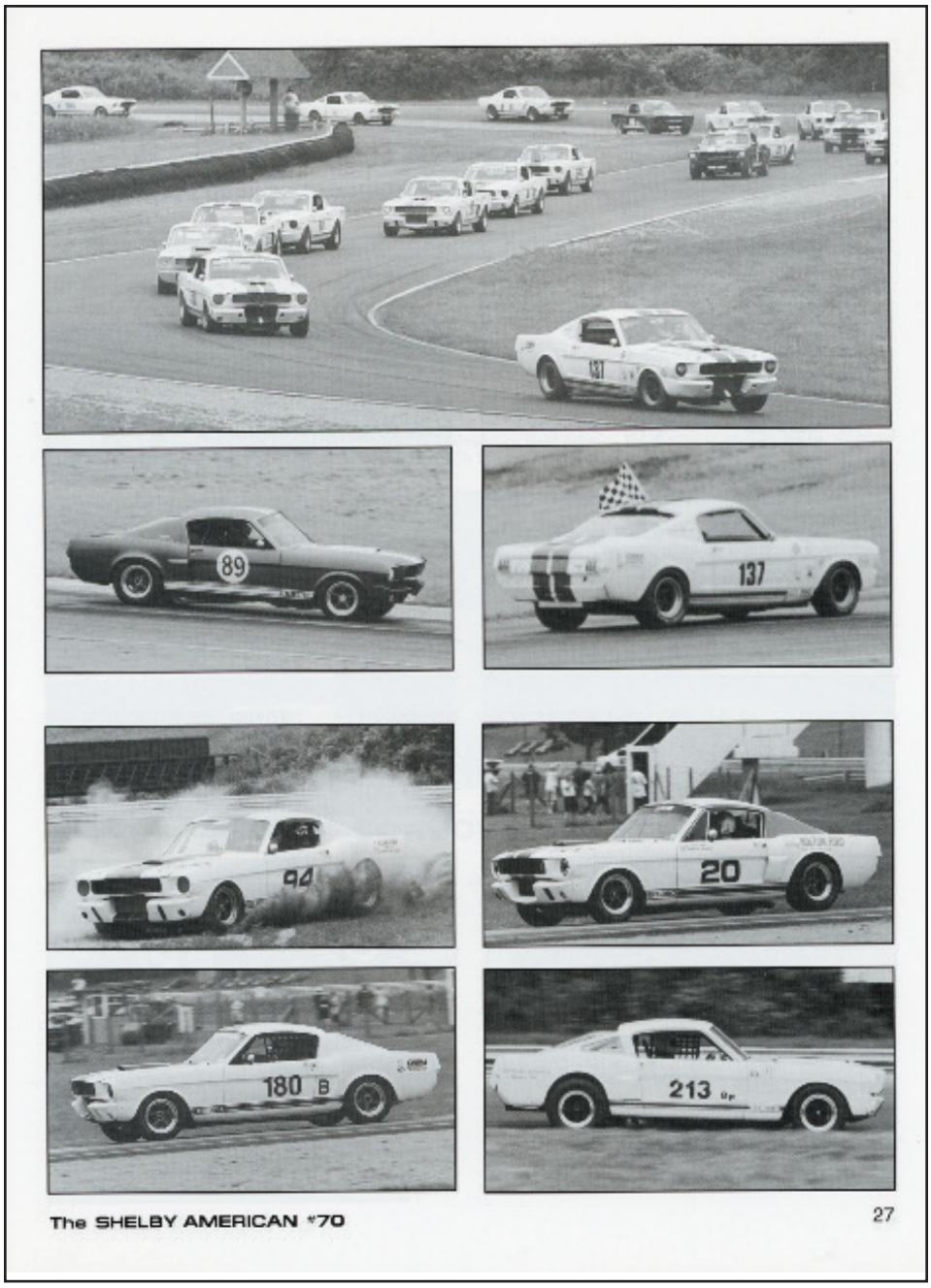
After everyone left the track and headed back to the hotel, they were on their own for dinner, and there were plenty of choices between Lime Rock and Waterbury. At the hotel, an art and literature show was scheduled at 7:30 p.m. and it provided an opportunity for collectors, artists and vendors to make their wares available in a clean environment. No dust and no sun beating down on everyone. It was...civilized. There was also a model car show with three classes, organized by age. And finally, registrars were on hand to answer questions and accept updated information.







A very rare SAAC-25 collectible was this 6″ diameter medallion, a half-inch thick. We had them cast in aluminum and they were given to all of the former Shelby and Ford VIPs who joined us at the convention, as well as the sponsors who contributed to the VIP Travel Fund.



SAAC-25 TRANS-AM VINTAGE RACE

		STARTING POSITION
65	CHRIS LIEBENBERG '65 ROUSH MUSTANG	1
4	LAUREN FIX '69 ROUSH MUSTANG	2
41	TERRY BOOKHEIMER '70 BOSS 302	3
12	ANDY KILLIAN '67 MUSTANG	4
7	RAY TURRI '65 ROUSH THUNDERBIRD	5
79	JULIO GROSSO '81 MUSTANG	6
17	ROSS MYERS '67 COUGAR	7
2	THOMAS BRUMLEY '67 MUSTANG	8
33	CHUCK CANTWELL '67 SHELBY MUSTANG T/A	9
84	JOE VOLPE '56 MUSTANG	10
163	KEITH DAVIDSON '53 FALCON SPRINT	DNS

RACE CANCELLED DUE TO RAIN.

As we were planning SAAC-25 we happened to see an ad for promotional coffee mugs. They were cheap enough that we decided to order a bunch and give one to everyone who brought a Cobra, Shelby or GT40 to the convention. We asked SAAC member and artist Ed Gullett to come up with a black-and-white illustration for each year Shelby, a small and big block Cobra, a Daytona Coupe and a GT40. Obviously we ordered quantities that matched the number of cars of each type that we expected. We didn't get 144 Daytona Coupe mugs, or a dozen '68 Shelby mugs.

When all of the cars were lined up on Sunday for the popular vote car show, a handful of volunteers on golf carts went around and put an appropriate mug on the seat of each car. We ordered more than we thought we would need because with something like this, you never want to run short. "*Sorry, we ran out*" doesn't cut it.

As with other projects like this, we thought that if we sold the leftover mugs after the event, that would help offset the cost of the ones we gave away. That sounded like a good idea, but like so many good ideas, the devil was in the details. We priced the mugs reasonably, at $8 a piece plus $2 postage. Then we discovered that we needed boxes to mail them, and bubble-wrap and styrofoam peanuts so they would not be damaged in transit. A lot of people ordered more than one and it seemed like no matter how well we packed them, we began receiving complaints that some mugs arrived with handles broken off. Naturally, we replaced them but packaging and shipping replacements wasn't doing much to help us to pay for the ones we originally gave away at the convention. And the whole thing was very labor-intensive. We chalked it all up to, "*No good deed goes unpunished.*" Needless to say, we learned our lesson and never tried anything like this again.

SAAC-25 CONCOURS COMMENTS

— Paul Zimmons

SAAC-25 Concours was one of the best yet. The diversity of the cars entered was excellent. The number of Shelbys at the convention was spectacular. It was an all-out effort to make SAAC's 25th Anniversary a benchmark convention.

The weather was hot on Sunday but otherwise cooperative. As usual the pre-planning and site selection were excellent. The concours cars were prominently positioned in the hot pits area by John Guyer, with the thousand popular vote cars forming an excellent backdrop out on the main track.

Concours entries came from California, Georgia, Illinois and Ohio as well as a large number from New England, New York, New Jersey, Pennsylvania and the rest of the east coast states. There was a good showing of late model Shelbys and competition cars at this year's event. In addition, the number of survivor cars presented has been steadily increasing and we hope this trend continues. We would also like to see more early model Shelbys.

A terrific turnout of veteran judges from around the country — all of whom possess an encyclopedic knowledge of Shelbys — headed the judging process. Joining them were some first-time judges and we would like to encourage their continued participation. Everyone who has helped judge for the first time has commented that they had an enjoyable time and learned a lot in the process. Their contribution of time and knowledge is appreciated by everyone.

If you are restoring a car for having someone else do it) and want to know the nuances of doing it right, the judges encourage you to seek them out and ask them questions. There is nothing worse than spending a ton of money and then discovering (usually at a national convention) that the work was just not done correctly.

This year's concours judging teams included Cobra Head Judge Rex Myers with Dirk Gasterland and Eric Gustafson; '65-'66 Shelby Head Judge Rick Olson with Frank Ailor, Rick Nechita and Chris Walling; '67 Shelby Head Judge Bob Gaines with Kenny Beers; '68 Shelby Head Judges Rod Harrold and Mike Shelly with Bob Johnson, Tom Mynss, Tom Romano and Phil Sullivan; '69-'70 Shelby Head Judge Ed Meyer with Marty Weisman and John Embry; Boss Mustang Head Judge Ed Meyer with Gary Dupree and Bill Fioretti; Competition Head Judge Dirk Gasterland with Eric Gustafson and Rex Myers.

Participants in this year's concours presented some of the finest cars in the country and their efforts were readily matched by the enthusiasm of the judges. As has become the custom, Hank Williams made his annual pilgrimage from Fontana, CA. He entertained the crowd that always seems to gather around his silver '289 Cobra. Original owners of Cobras are few and far between and Hank has no shortage of stories about his experiences with his car.

The level of participation of the concours entrants was once again impressive and reflected a great deal of thought, time and effort. A great crowd pleasing show was reflected in the number of appreciative comments heard from eager onlookers.

Next year we look forward to increasing the number of concours entries. We know there are a lot of good cars out there. Perhaps one of them is yours!

SAAC-25 CONCOURS STATISTICS

SAAC-25 - AVERAGES BY CLASS

Class	Authenticity	Workmanship	TOTAL	HIGH	LOW
Cobra	265.8	147.5	414.0	414.0	414.0
1965 Shel	277.0	88.8	365.8	365.8	365.0
1967 Shel	270.9	139.8	410.8	425.3	396.5
1968 Shel	270.5	145.8	423.8	437.5	409.0
1969-70	268.5	148.5	415.0	415.0	415.0
Boss	230.4	145.8	382.1	388.5	376.0
Averages	**264.4**	**140.5**	**404.9**		

SAAC-25 OVERALL POINT AVERAGES

Year	Max. Pts	Authenticity Avg.	Workmanship Avg.	Total		
2000	**450**	**264.4**	**140.5**	**404.9**	**SAAC-25**	**CT**
1969	450	282.4	132.1	414.5	SAAC-24	MI
1968	450	283.7	139.2	422.9	SAAC-23	NC
1997	450	275.5	141.0	416.2	SAAC-22	WI
1996	450	273.6	141.6	415.2	SAAC-21	CT
1995	450	269.1	139.3	408.4	SAAC-20	GA
1994	450	266.3	136.7	403.0	SAAC-19	IN
1993	450	280.4	140.2	420.6	SAAC-18	NY
1992	450	253.3	125.5	378.8	SAAC-17	OR
1991	450	269.3	128.0	397.5	SAAC-16	NC
1990	450	266.1	130.1	396.3	SAAC-15	MI
1989	450	271.3	127.8	400.4	SAAC-14	PA
1988	450	258.9	127.1	386.9	SAAC-13	CA
1987	450	275.2	136.5	411.5	SAAC-12	NC
1968	300	180.0	80.0	260.4	SAAC-11	WI
1965	300	174.0	80.5	254.2	SAAC-10	NJ
1964	300	167.0	77.5	244.7	SAAC-9	GA
1963	300	162.6	74.0	235.6	SAAC-8	MI
1962	300			248.0	SAAC-7	NJ

Saturday was a repeat of Friday's open track schedule, except for vintage race practice sessions in the morning and afternoon. One was for Cobras and GT40s, one for Shelbys and one for Trans-Am cars, including mid-1980s tube-frame cars. There was also a Ladies' Session at the end of the day, which was well received. They all drove within their limits but smile meters were redlined.

By 7:30 p.m. everyone was back at the Sheraton for a sit-down dinner and a program of guest speakers. With all of the former Cobra team members in attendance, we had an excellent choice of speaking talent. Carroll Shelby, of course, spoke but so did a combination of drivers and race mechanics who each shared some of their most memorable experiences of the races they participated in.

Sunday was "car show day" with pop vote cars lined up on the track, which was not in use due to Lime Rock's prohibition from racing on Sundays. That went back to 1957 and it was a fact of life the track has learned to live with. One of the highlights of the weekend was a "GT40 Reunion" which attracted a dozen of those cars, including the 1966 LeMans winner, the black #2 MK II driven by Bruce McLaren and Chris Amon.

More than a thousand cars were entered in the popular vote show. We had intended to park them around the entire track but by Sunday morning decided to compress them onto only the front straight and Big Bend. To stretch them around the track would have meant some cars would have to

The agony of defeat. After an altercation with a guardrail (note: guardrails do not lose) this owner used his windshield to advertise for someone with a trailer to bring his car back to New York. He obviously received assistance because the car was gone by the end of the convention.

SAAC-25 POPULAR VOTE WINNERS

BEST COBRA
Lynn Park, LaCanada, CA - 289 Cobra
BEST SHELBY
Gary Traverso, Channahon, IL - '70 GT500
260/289 COBRA
1st - Mike Pogoff, Wilmington, DE
2nd - Jessica Lindsay, Manchester, MI
3rd - Bob Cain, Watchung, NJ
289 COBRA COMPETITION
1st - Lynn Park, LaCanada, CA
2nd - David Scalfe, Pittsburgh, PA
3rd - Joe Dina, Bridgewater, NJ
427 COBRA
1st - Dennis Blocker, Lehighton, PA
2nd - David Yarrott, Palmerton, PA
3rd - Steve Pagano, Voorhees, NJ
427 COBRA COMPETITION
1st - Tom Nowak, Lodi, OH
2nd - David Scalfe, Pittsburgh, PA
3rd - Don Slawsky, Edgewater, MD
CSX4000 COBRA
1st - Candido Duran, Glen Rock, NJ
2nd - David Hidalgo, Southampton, NY
3rd - Jack Carter, Woodlands, TX
FORD GT
1st - Jack Lauritz, Kane, PA
1st - George Stauber, Blue Mounds, WI
1st - Jim Glickenhaus, Rye, NY
1965 GT350 R-MODEL
1st - Rick & Colleen Kopec, Sharon, CT
2nd - Paul Andrews, Moorestown, NJ
3rd - David Scalfe, Pittsburgh, PA
1965 GT350
1st - Bill Harbeson, North East, MD
2nd - Len & Dee Colone, Damascus, MD
3rd - Walter Wells, Rochdale, MA
1966 GT350
1st - Jim Liliano, Huntington, CT
2nd - Joyce Yates, Nashville, IN
3rd - Peter Larkin, Pennington, NJ
1966 GT350 HERTZ
1st - Carol Fadden, Wantage, NJ
2nd - Mark & Barbara Smith, Dover, DE
3rd - Dick Danke, Highland, NY
1967 GT350
1st - Mike Lins, Dover, DE
2nd - Greg Kaufman Washingtonville, NY
3rd - Jim Vogel, Hallstead, PA
1967 GT500
1st - Kenny Bears, Fresh Meadows, NY
2nd - Phil Bell, Bethlenem, NH
3rd - David Russell, Danbury, CT
1968 GT350
1st - John Barnes, Ballston Spa, NY
2nd - Richard Guyer, Burnt Hills, NY
3rd - Dominic Ciliberto, Lansdale, PA
1968 GT500
1st - Craig Harrick, Standish, ME
2nd - Diana DuBee, Lansdale, PA
3rd - Ed & Penny Kepner, Hoosick Falls, NY
1968 GT500KR
1st - Thomas Williams, Hillsboro, NH
2nd - Seth Salberg, Middletown, NJ
3rd - Erma DeVincent, Falmouth, MA
1969 GT350
1st - Steven Wells, Rochdale, MA
2nd - John Hoffman, Everett, MA
3rd - Vin DeLuca, New Milford, CT
1969 GT500
1st - June Blakley, Fishkill, NY
2nd - Robert Clark, Wappingers Falls, NY
3rd - Ed Shaw, Somerset, NJ
1970 GT350
1st - Skip Buchkaus, Shenorock, NY
2nd - Richard Cammilli, Danbury, CT
1970 GT500
1st - Gary Traverso, Channahon, IL
SHELBY COMPETITION
1st - Paul Ho, Lancaster, NY
2nd - Wayne Blue, Stephenville, TX
3rd - Scott Hackenson, Trumbull, CT
AC MK IV
1st - Chuck Spielman, North Hills, NY
BOSS 302
1st - Leo Colotti, Putnam Valley, NY
2nd - Randy Reem, Lebanon, PA
3rd - Dave Lanches, Torrington, CT
BOSS 351
1st - Al Roberts, Binghamton, NY
2nd - Bob Hahn Sr. - Westminster, MD
BOSS 429
1st - Jim Tip, West Kill, NY
2nd - Rich Knoblauch, Sewell, NJ
PANTERA
1st - Bob Duquette, East Hartford, CT
2nd - Mimi McMullen, High Bridge, NJ
TIGER
1st - Phil Spaid, Jamestown, NY
1st - Mark Petri, Mount Royal, NJ
1st - Jeff Fralick, West Chester, PA
TIGER COMPETITION
1st - Henry Volcan, South Elgin, NY
GRIFFITH
1st - Jorgen Mortensen, Rehoboth, MA
2nd - Al Goad, Denver, PA
3rd - Louis Samaniello, Springfield, MA
1964-1968 MUSTANG/STOCK
1st - Robert Enright, Mahopac, NY
2nd - Robert Bouvil, Wolcott, CT
3rd - Doug Marshall, North Granby, CT
1964-1968 MUSTANG/MODIFIED
1st - Bill Smith, Somers, CT
2nd - William Vinciletta, Clinton, CT
3rd - Brad Glassman, Chappaqua, NY
1969-1973 MUSTANG/STOCK
1st - Noel Cote, Waterbury, CT
2nd - Peter Ahrens, Stamford, NY
3rd - Mike Katz, Stamville, NY
1969-1973 MUSTANG/MODIFIED
1st - Bob Zemye, Waterbury, CT
1974- 1985 MUSTANG/STOCK
1st - Bill Cheo, Fishkill, NY
2nd - Brion Tompkins, Montgomery, NY
3rd - Rob Rulck, Granby, CT
1974- 1985 MUSTANG/MODIFIED
1st - Mary Kainer, Poestenkill, NY
1986-2000 MUSTANG/STOCK
1st - Jack Danovich, Meridan, CT
2nd - Seb Pizzo, Plainville, CT
3rd - Roger Blose, Fairfield, CT
1986-2000 MUSTANG/MODIFIED
1st - Andrea Frank, Interlaken, NJ
2nd - Brad Matthews, Plainville, CT
3rd - Louis Glacy, Danbury, CT
SPL. EDITION MUSTANG/FORD BUILT
1st - Dennis Tone, Ann Arbor, MI
2nd - Dave & Tammy Gagne, Fitch, MA
3rd - Stephen & Wendy Shean, Bristol, CT
SPL. EDITION MUSTANG/NON-FORD
1st - Bob Glover, Pine Bush, NY
2nd - Todd Scrantron, W Palm Bch, FL
3rd - Steve Sardinha, Meridon, MA
COBRA KIT CAR
1st - Joseph Speziale, Mountain Top, PA
2nd - Rich & Jackie Keller, Vernon, NJ
3rd - Ted Petikas, Glen Cove, NY
SPECIAL INTEREST
1st - Mike Caputo, Bayville, NY
2nd - Fred Wilson, Trumbull, CT
3rd - John Viera, Taunton, MA
SPECIAL INTEREST EXOTIC
1st - Bruce Clark, Brockville, NY
2nd - Art Fuhrmann III, Northfield, CT
3rd - Bill Connelly, Latham, NY
SPECIAL INTEREST COMPETITION
1st - R.K. McCartney, Toronto, Canada
2nd - Chris Lissenberg, Danbury, CT
3rd - James Dean, Pittsburgh, PA

30 The SHELBY AMERICAN #70

be parked on the up-hill and down-hill, and it would also have been too much of a hike for people to make to see every car. It ended up being an amazing display as two rows of cars (and sometimes three) parked nose to tail filled the entire front straight.

The concours was set up in the hot pits which ran along the side of the track's tower at the start/finish line. The judges appreciated the asphalt, instead of having to roll around on grass or gravel. There were five Survivor cars entered and we consider these important because so many cars continue to be restored that those just getting involved in the hobby, first-time owners, have no accurate point of reference as to what the cars looked like when they were originally delivered to Shelby dealers. All they see are cars that have been restored.

A special Sunday barbecue lunch was scheduled for the 37 special

Shelby American brought a couple of transporters full of cars, including CSX2000, which was parked in back and lost amid the newer iron.

SAAC-25 MODEL CAR SHOW WINNERS

GROUP I (9 Yrs. & Below)
1st - Robert Sklarik, Carrollton, GA

GROUP II (10 yrs. to 19 yrs.)
1st - Steve Kaufman, Washingtonville, NY
2nd - Kyle Keller, Vernon, NJ
3rd - Bobby Barranger, Toms River, NJ

GROUP III (20 yrs. & Over)
1st - Randy Beam, Lebanon, PA
2nd - Pat Turner, Vienna, VA
3rd - Bob Barranger, Toms River, NJ

SAAC-25 CONCOURS WINNERS

Ed Martell , IL — Division I, Gold Award
Paul Andrews , NJ — CSX3337 — Division I, Silver Award
Tom Mynes, NJ — Division I, Silver Award
Sandra McNeil, NY — CSX2158 — Division I, Bronze Award
Mike Braley , ME — Division II, Gold Award
Hank D'Amico, NY — Division II, Gold Award
Sam Vassallo, NJ — Division II, Silver Award
Mark Cecere, CT — Division II, Silver Award
Gary Colowsky, PA — Division II, Silver Award
Tom Cappadona, NY — Division II, Bronze Award
Olaf Herrick, VA — Division II, Bronze Award
Karl Eisleben, NJ — Division II, Bronze Award
Jeff Thielolf, CT — Division II, Bronze Award
Hank Williams, CA — CSX2227 — Division III, Judges' Award
Burton & Janet Brown — Division III, Judges' Award

guests and the sponsors who provided the funds that allowed them to be there. Additional tickets were sold to convention attendees with a sense of history who were interested in hearing and seeing what was an interesting and enjoyable series of comments. These guys never seem to run out of stories. Often hearing someone else prompts memories that had been buried in the back of their minds. The stories came, practically non-stop, with Carroll Shelby often stepping up to the podium to add comments of his own. Seeing all of these guys in action was very memorable. As the program wound down, the VIPs were approached for autographs and photos.

After the track activity wound down everyone headed back to the Sheraton hotel. There was a private dinner for VIPs and sponsors, which was followed by an evening program. It centered around the GT40, because, after all, we had included a GT40 Reunion as part of the festivities.

On Monday everyone was back at the track. At noon there were three 12-lap vintage races: one for Cobras and GT40s, one for Shelbys and one for Trans-Am Mustangs. The wheel-to-wheel racing was exciting, bringing everyone to the fences. Rain was threatening during the first two races and by the Trans-Am race it began. The parade lap was not yet completed when the race was cancelled. We had no desire to turn it into a demolition derby. The end of SAAC's largest convention was hastened, but it had no effect on the memories.

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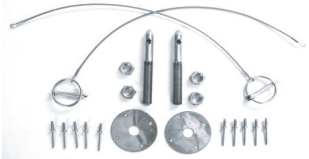

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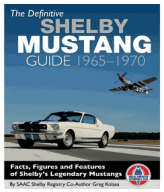

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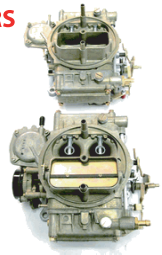

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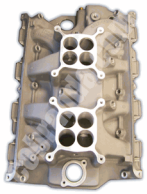

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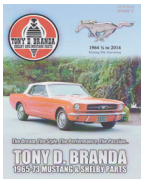

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The Collection maintains an expansive automotive library which includes a complete collection of Shelby Owners Association newsletters, Shelby American Automobile Club *Marque* and *The Shelby American* magazines, the MCA's *Mustang Times*, *Mustang Monthly* and *Mustang Magazine*.

We would like to give special thanks to the hundreds of Shelby enthusiasts who have taught, encouraged, supported and assisted us in the development of The Carroll Collection.

The Carroll Collection acquires individual Shelby-related items and collections to add to the Museum's presentation. Special collections from various Shelby employees have been entrusted to us for the care, preservation and proliferation of the traditions of Carroll Shelby and the employees who created the legacy of these cars. The items in the collection are part of a special protected Estate Trust can never be sold following William Deary's becoming a member of the Checkered Flag Club. Please contact us if you would like to allow us the honor of acquiring your Shelby-related item(s) to add to the preservation and presentation of the Carroll Collection. *William Deary*

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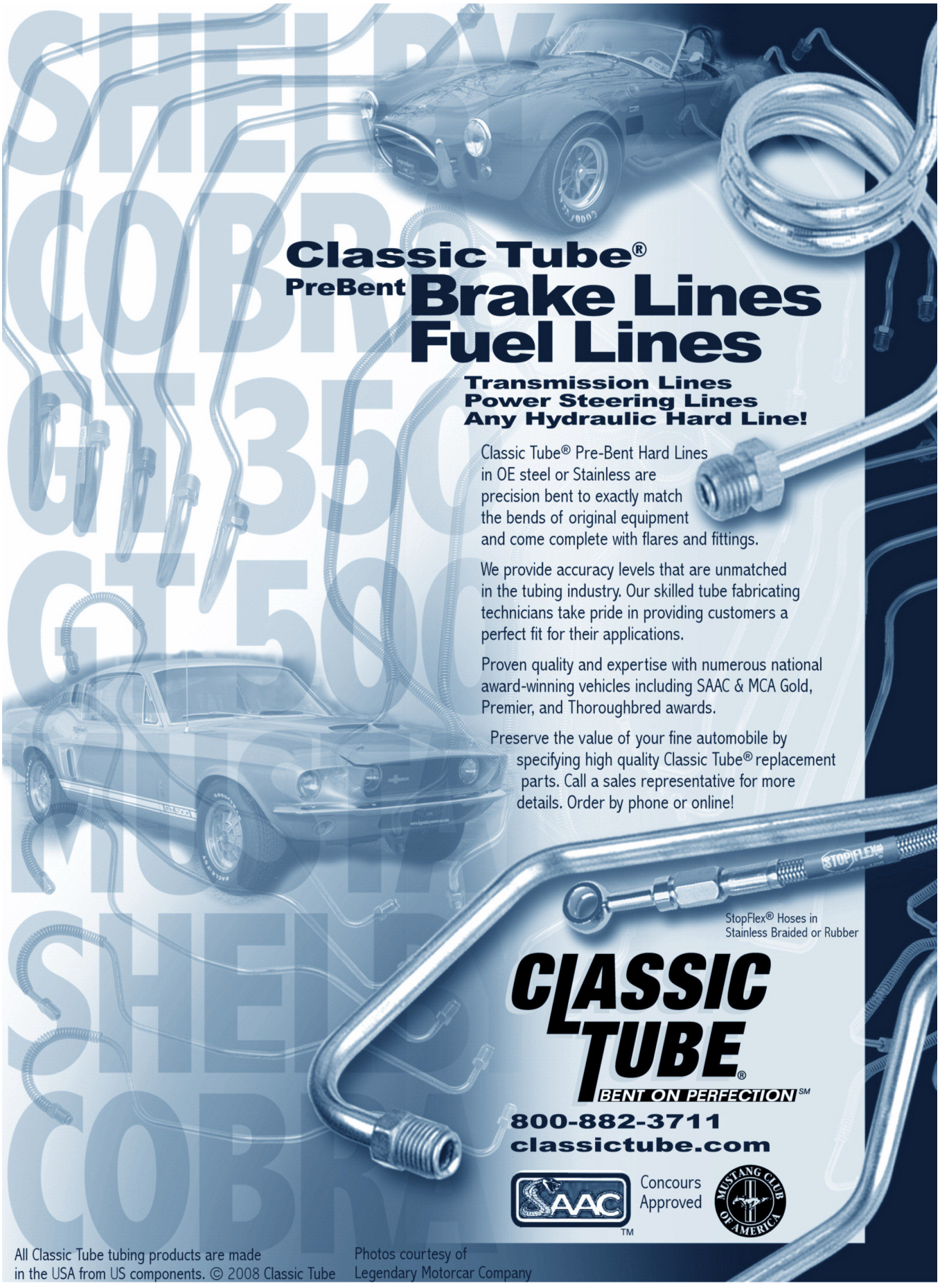
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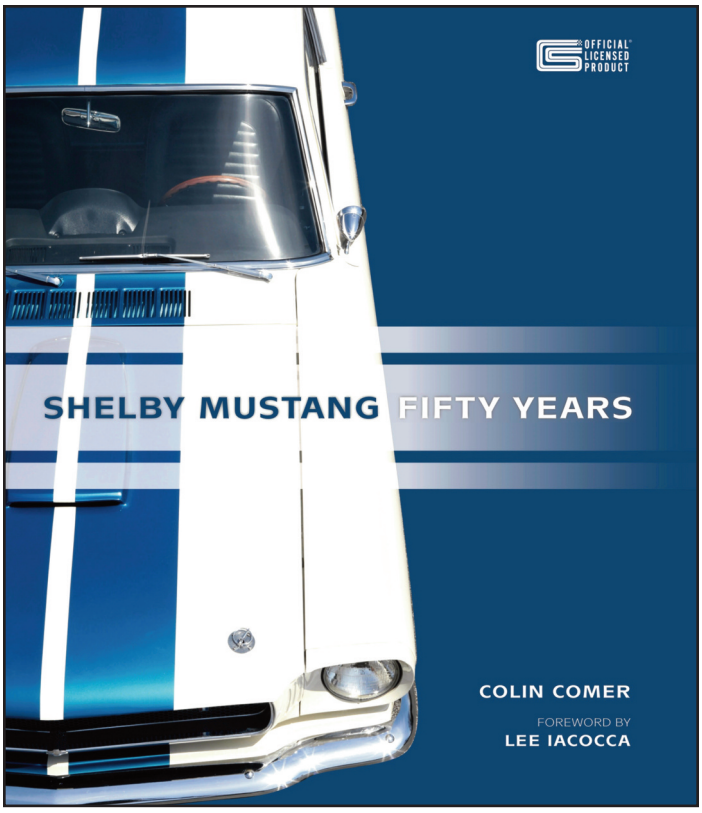
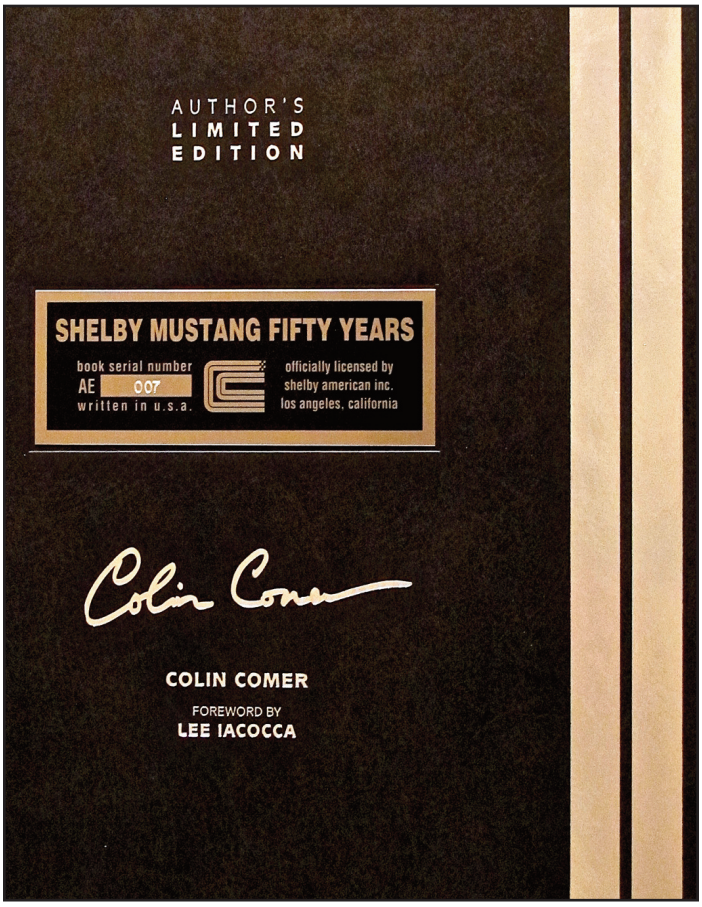


Peter Brock says: "*Colin Comer has done it again! What his last spectacular book, "Shelby Cobra Fifty Years," was to the Texan's snakes, his new "Shelby Mustang Fifty Years" is to Shelby's Mustang. It is the perfect addition to any Shelby or Mustang enthusiast's library. Somehow Colin seems to come up with new, unseen historic photography as well as the latest images of fantastic, perfect restorations, like those of the first production and racing versions of the GT350s, 5R002 and 5S003. This book also provides great insight into the background and development of the whole Mustang project at Shelby American provided by the project's leader, Chuck Cantwell, as well as commentary from those who assisted in making these great cars. It's all here: history, passion, racing and absolute perfection in the form of concours-level photography. An exceptional and highly recommended book!*"



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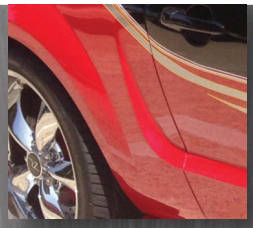

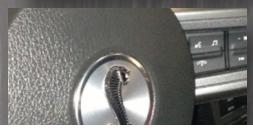

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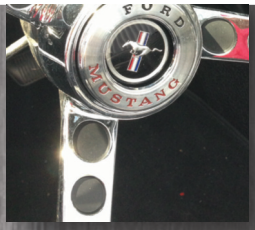

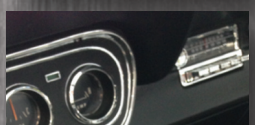

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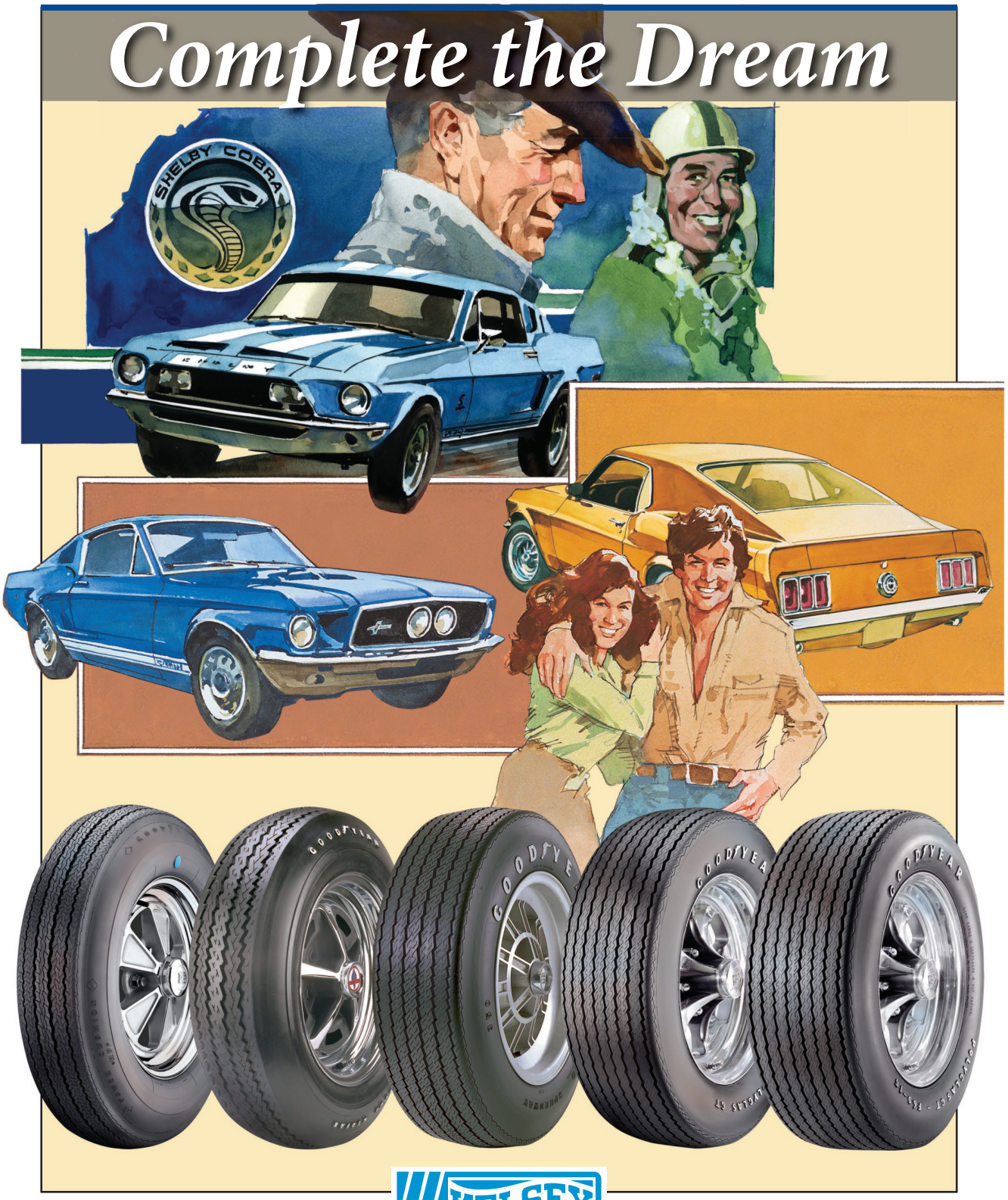

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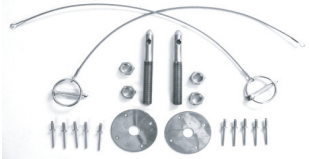

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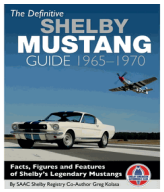

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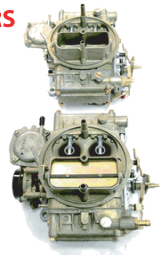

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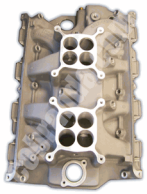

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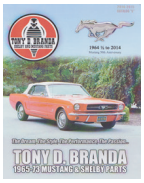

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We would like to give special thanks to the hundreds of Shelby enthusiasts who have taught, encouraged, supported and assisted us in the development of The Carroll Collection.

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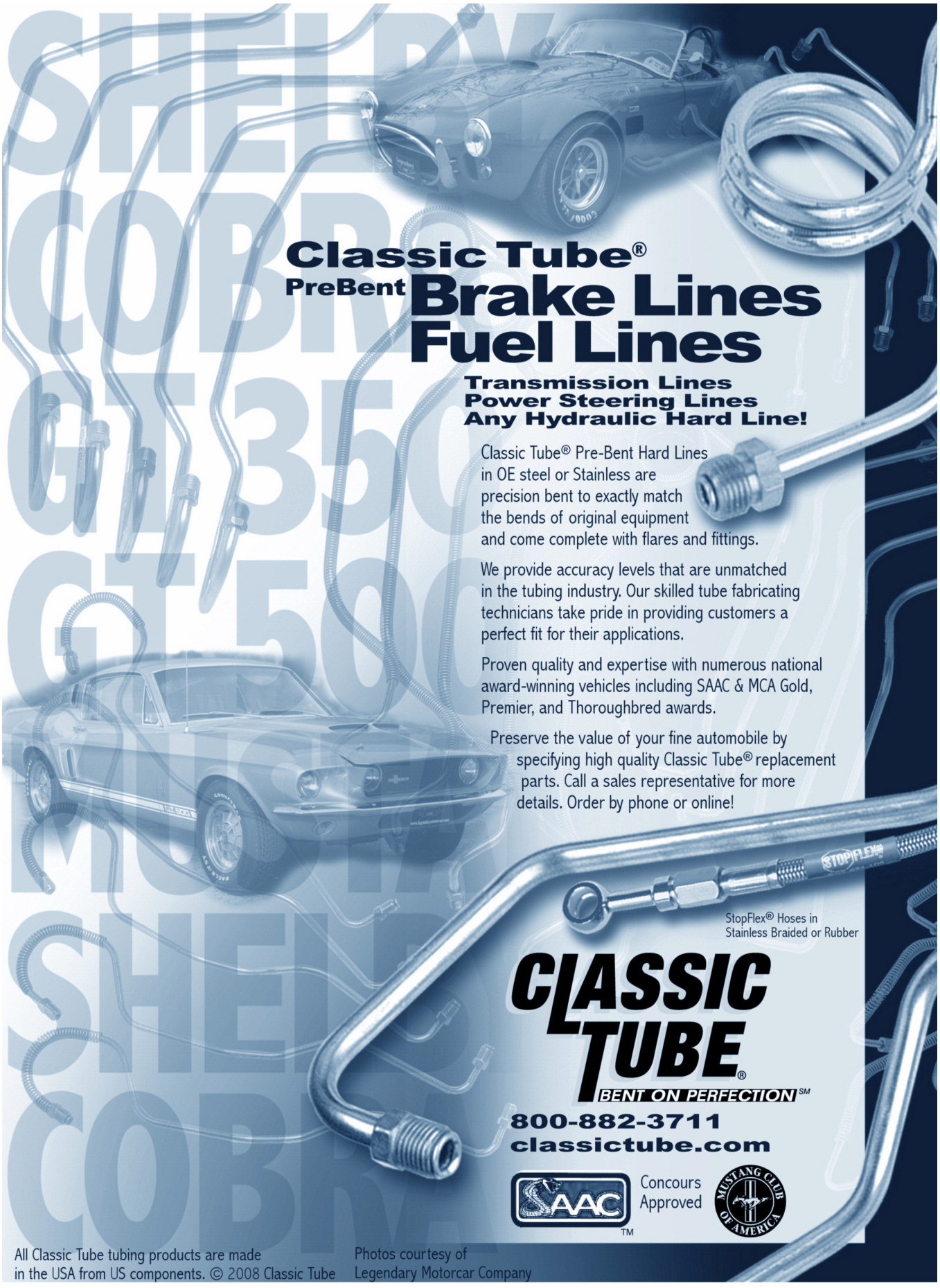
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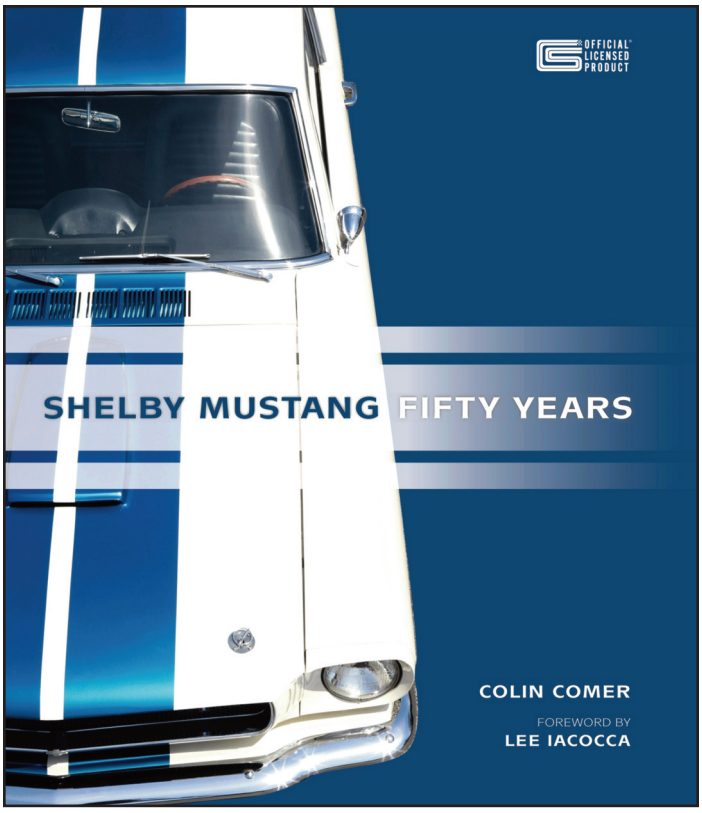
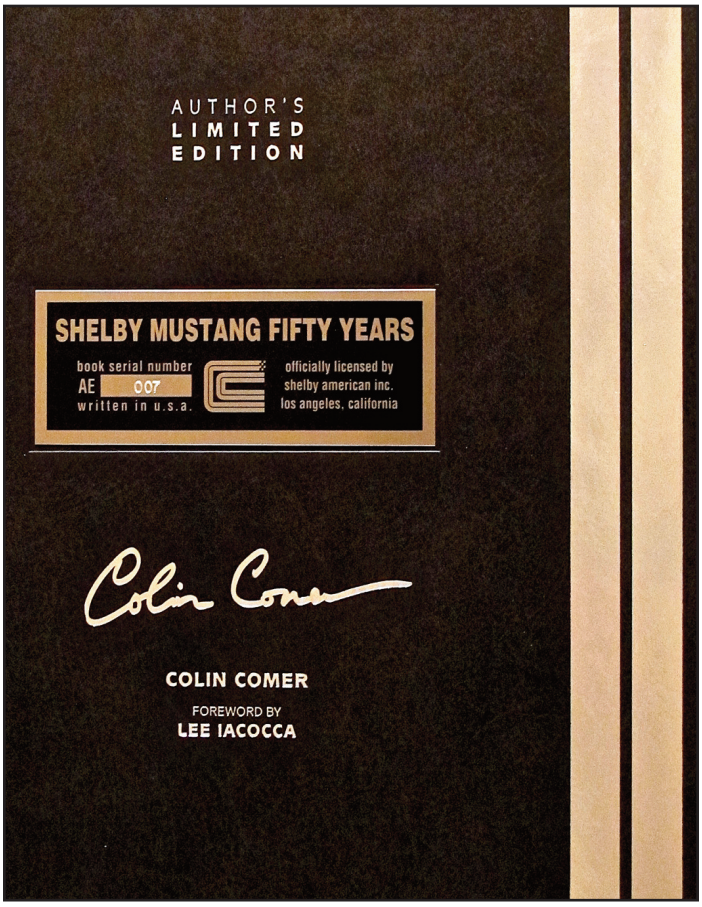
Shelby Mustang Fifty Years is a celebration of the Shelby Mustang and covers every iteration from the raw 1965 GT350s to today's 1000-horsepower monster Shelbys. More importantly, it profiles the men who made it all happen like "Mr. GT350" Chuck Cantwell, Peter Brock, and those men that keep the dream alive today at the Ford Motor Company like Jim Farley. Created in cooperation with the Carroll Hall Shelby Trust and officially licensed by Carroll Shelby Licensing, Inc. The book is lavishly illustrated with rare, historical photography and modern color images that chronicle the story of these amazing cars, from the initial collaboration with Ford to today's record-setting high-tech muscle cars. Foreword and tribute to Carroll Shelby by the"Father of the Mustang," Lee Iacocca.



Peter Brock says: "*Colin Comer has done it again! What his last spectacular book, "Shelby Cobra Fifty Years," was to the Texan's snakes, his new "Shelby Mustang Fifty Years" is to Shelby's Mustang. It is the perfect addition to any Shelby or Mustang enthusiast's library. Somehow Colin seems to come up with new, unseen historic photography as well as the latest images of fantastic, perfect restorations, like those of the first production and racing versions of the GT350s, 5R002 and 5S003. This book also provides great insight into the background and development of the whole Mustang project at Shelby American provided by the project's leader, Chuck Cantwell, as well as commentary from those who assisted in making these great cars. It's all here: history, passion, racing and absolute perfection in the form of concours-level photography. An exceptional and highly recommended book!*"



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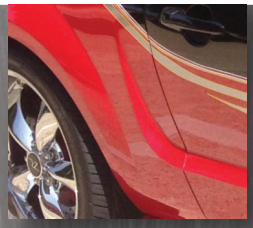

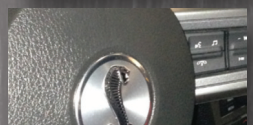

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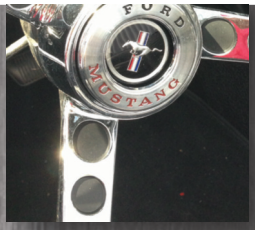

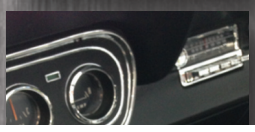

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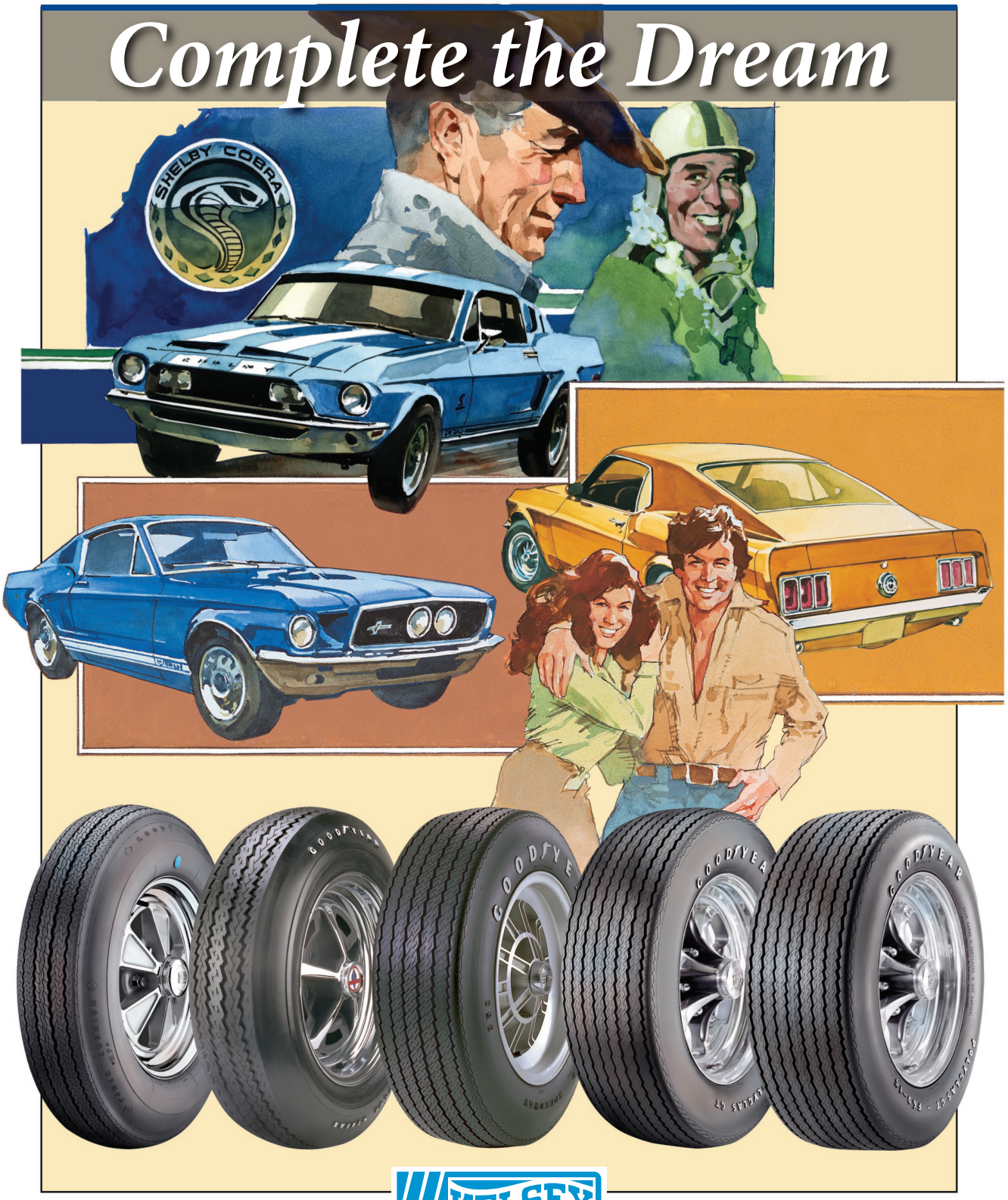

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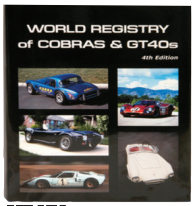

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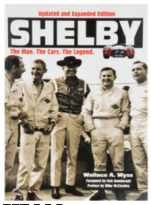

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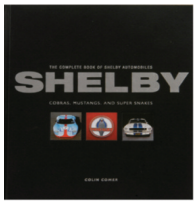

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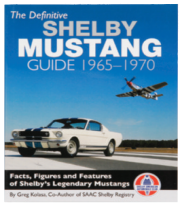

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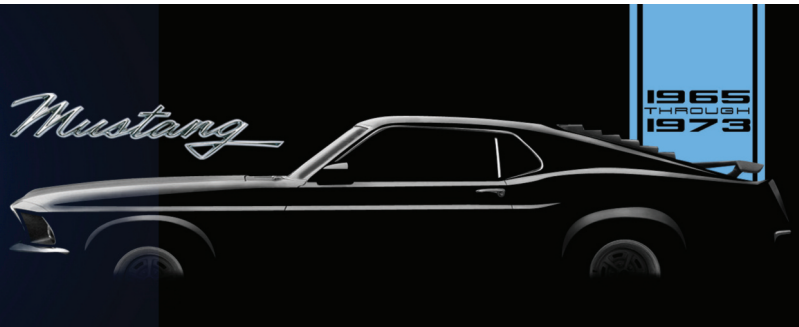

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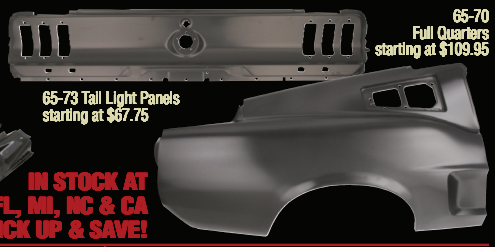
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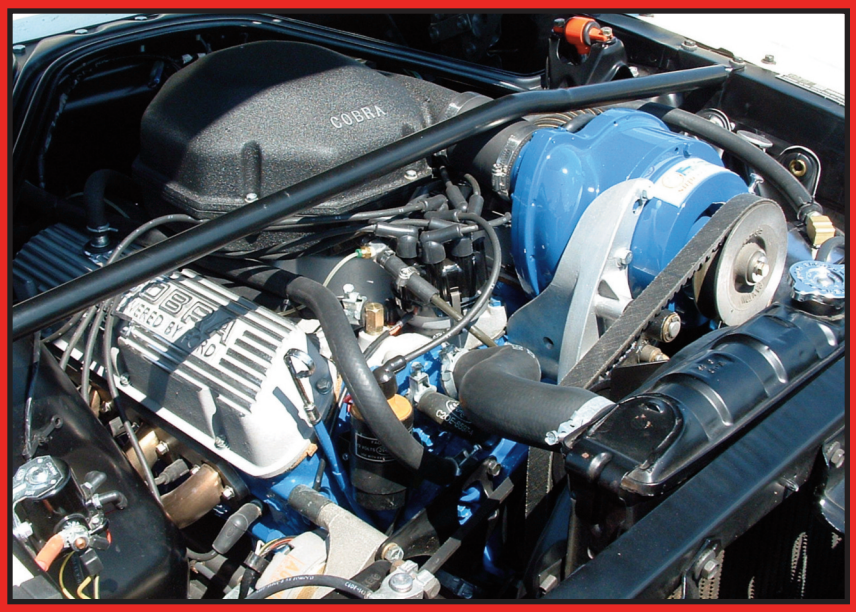

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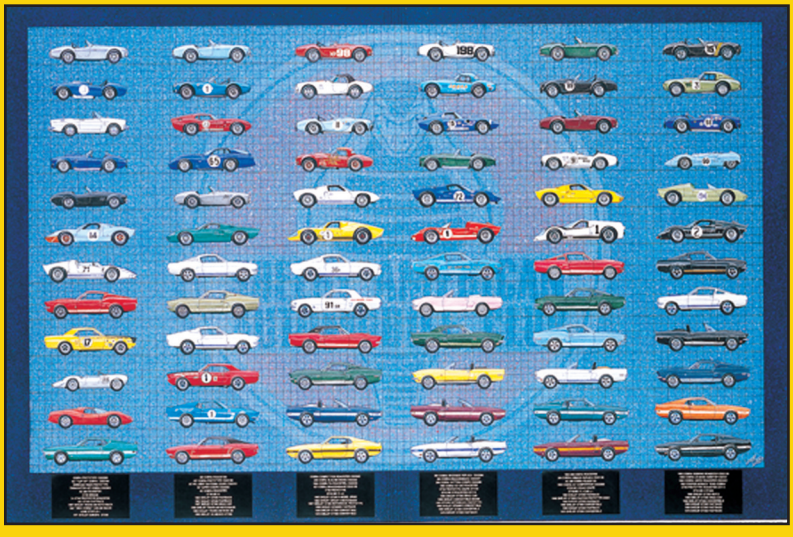

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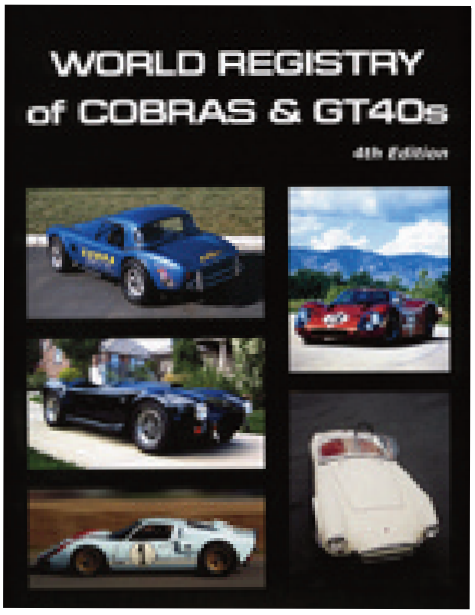

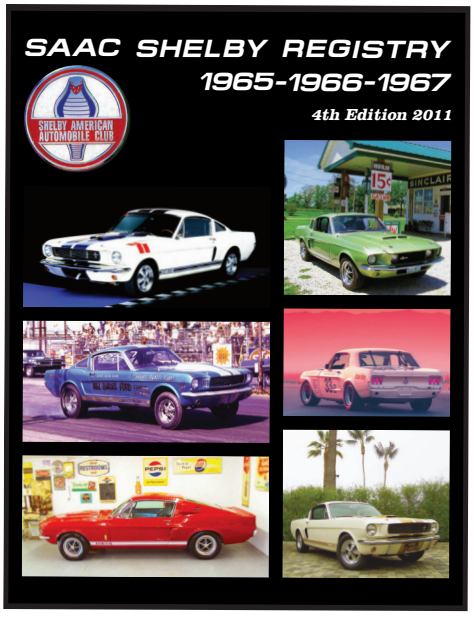

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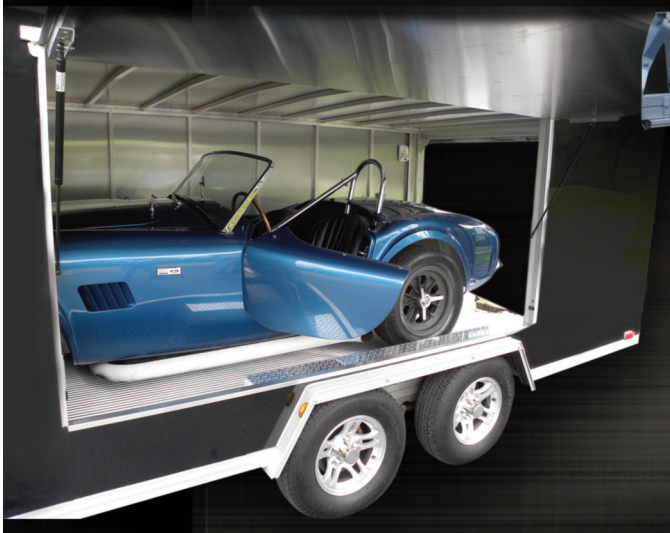

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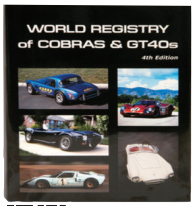

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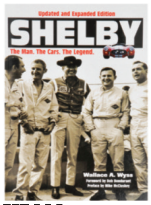

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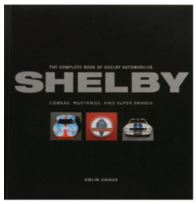

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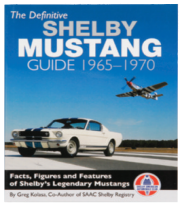

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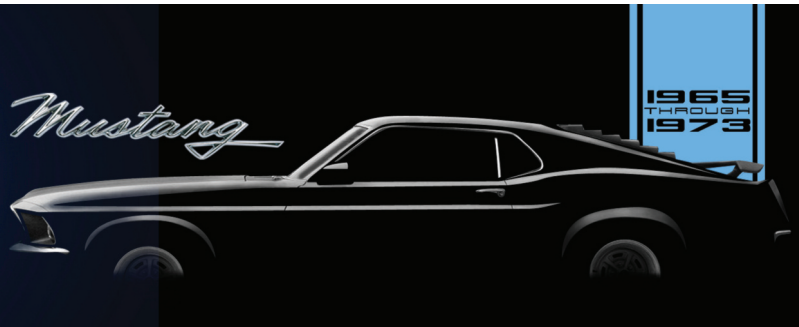

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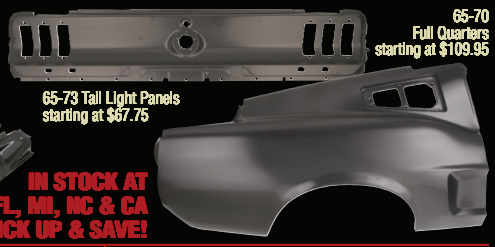
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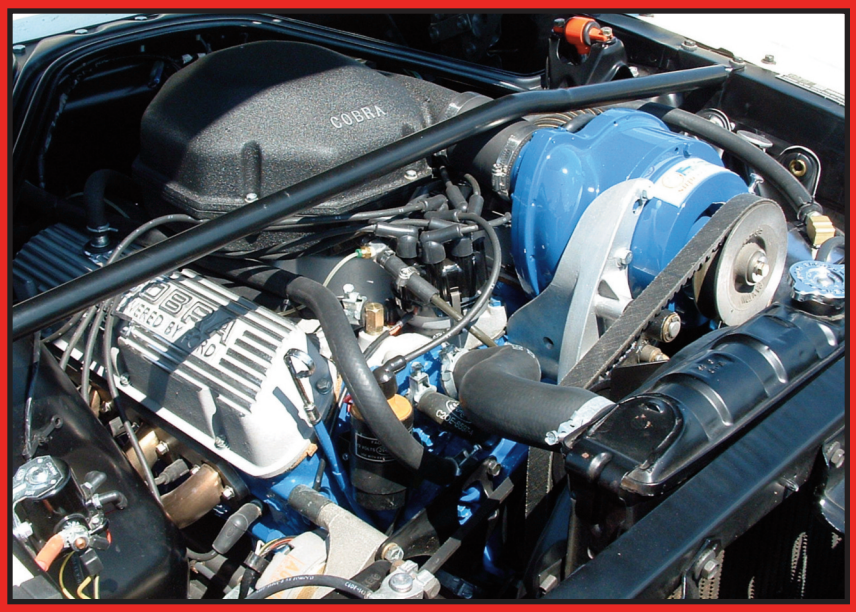

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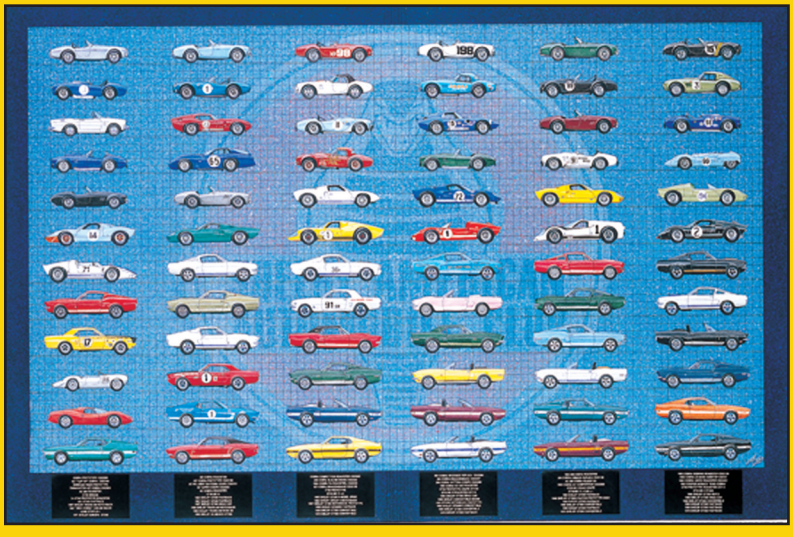

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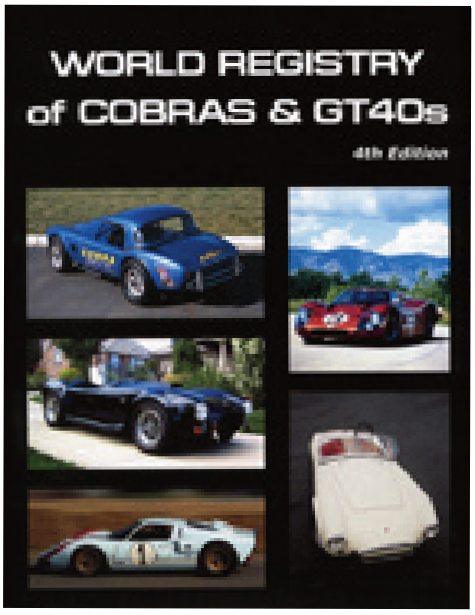

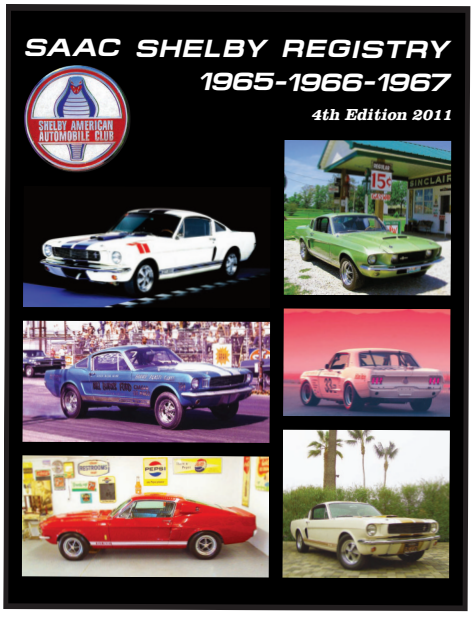

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Is there something about that that sounds good? Does it make you feel just a little superior in the Shelby or Cobra world? It should. When it comes to these cars, being a SAAC member brands you as an "insider." A go-to guy. In fact, the positive feelings 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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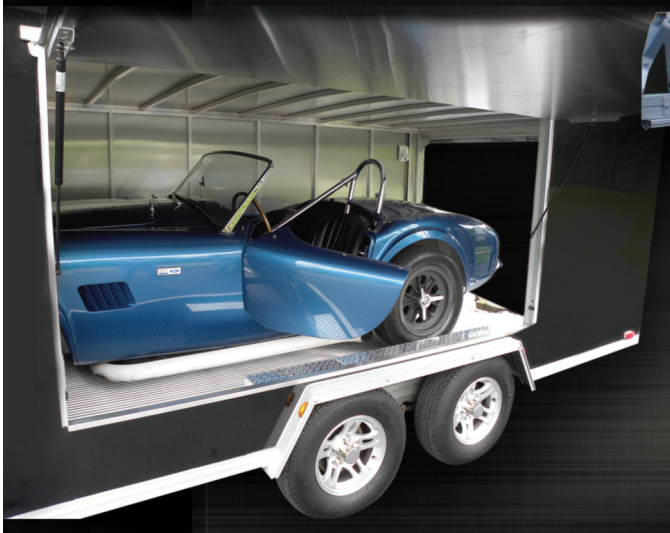

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