

# THE SHELBY AMERICAN



# The SHELBY AMERICAN #141

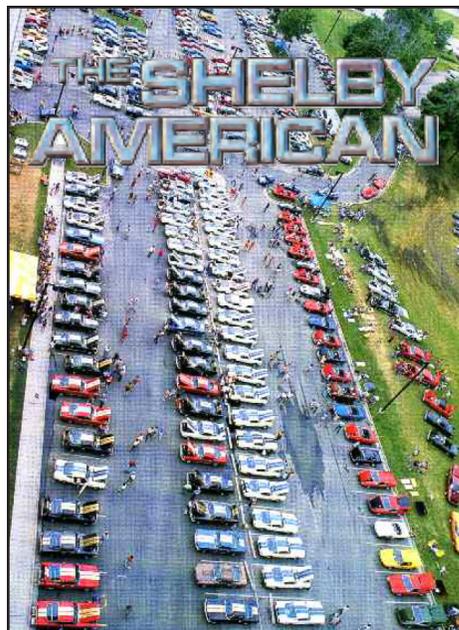
The Magazine of the Shelby American Automobile Club



Copyright © 2025 Shelby American Automobile Club. All rights reserved. No part of this publication may be reproduced or translated without prior express written permission from the Shelby American Automobile Club. saac@saac.com

**Spring 2025**

ON THE COVER. Springtime always means accelerating the Convention planning at SAAC HQ. 2025 is no different, but this year means the "big one" - SAAC-50. We thought it would be fun to resurrect the files of five of the best past conventions. Enjoy the retrospective.



**SAAC-1 - Oakland, CA - 1976**

**SAAC-4 - Downingtown, PA - 1979**

**SAAC-5 - Dearborn, MI - 1979**

**SAAC-18 - Watkins Glen, NY - 1980**

**SAAC-25 - Lime Rock, CT - 2000**



## From the Desk at SAAC HQ

---



We deliver this issue from the Editor's Desk at SAAC HQ...but, now, with an empty chair at the keyboard.

We all thank Rick for the creation of 50 years of quality publications and his editorial style and creativity will be missed. But, it is time to move on.

Rick played a pivotal role in founding and shaping SAAC into the incredible community it is today. His dedication to preserving the legacy of Shelby American automobiles has left an indelible mark, and we are deeply grateful for his vision and leadership.

Many may not be aware that since 2009, Rick entrusted the day-to-day operations of the Club to the Board of Directors — Curt Vogt, Howard Pardee, Ron Richards, Jay Talbott, Jim Dolan, and David Maffucci — while he continued to focus on the status of the Registries and the Shelby American, our club magazine and Annual. The Board remains fully committed to honoring Rick's legacy and guiding SAAC into its next chapter with the same passion and purpose. Each board member was selected for their experience in the club and their expertise in running the daily operation of the many components of the club.

With SAAC-50 around the corner, we thought a magazine that recalled a few of the most memorable conventions would be fun. This issue covers them... right from the start... SAAC-1

As we fill the empty Editor's chair, there are many features we would like to bring back to the quarterly magazine.... and most of that content will come from you, the membership.

Mean Streets, a nice color picture of your ride. Regional News, photo coverage of local or regional events. Technical and How-To articles... the list goes on. Don't be shy...send your raw material to [saac@saac.com](mailto:saac@saac.com) and our Editor's Desk will dress it up for publication. Tell us what you would like to see... it's your magazine.

Most of all, thank you for being part of this incredible community. Thanks to this planning, we are prepared for the passing of the torch, and your enthusiasm and support drive everything we do.

## OAKLAND, CALIFORNIA AUGUST 19-20-21, 1976

— Rick Kopec

For some of us graybeards, it's hard to believe that the very first SAAC National Convention in Oakland, California took place way back in 1976. That was before a lot of current SAAC members were even born! When we look at pictures of that convention we see much younger versions of ourselves: more hair, no glasses and underweight by fifty pounds. We're not sure whether to laugh or cry.

It's the same with the cars. Back then there was no such thing as a concours restoration. Enclosed trailers were unheard of and almost everyone drove their car to the event. Unless it was a race car; they came on open trailers. Driving cross-country didn't raise an eyebrow and high test was only 70¢ a gallon. You could buy a 427 S/C for \$30,000 and decent Shelys were available for between \$3,000 and \$6,000.

Exactly how did SAAC's first convention happen to land in Oakland? The first two Shelby Owners Association conventions had been in Reading, PA. They were organized by Austin Craig, the SOA's vice president who lived in Reading.

After the second convention, the SOA's officers decided to consider bids from its various regions to put on subsequent conventions. Jerry Wagner, a regional director from Wichita, KS submitted a bid to hold the third convention in Wichita in August of 1975 and that site and date were chosen. Royal Krieger, a regional director for northern CA, came to the Wichita convention planning to pitch Oakland for the SOA's fourth convention.

There had been storm clouds prior to the convention; some members did not like the way the club was being run. The SOA's board meeting, held just prior to the convention's start, was not a pleasant affair. When the dust settled, Vice President Austin Craig had been voted out of his position. Krieger had been relieved as a regional director.

The seeds for a new club, which would be named the Shelby American Automobile Club, were sown in a meeting the following day at the Broadview Hotel in Wichita. There were four of us at that meeting: Austin Craig, Royal Krieger, Bob Key and myself. We had all been members of the SOA since the beginning.



Carroll Shelby (c), Bob Bondurant (l), Tom Page (r) and Bob Johnson (far right) recount how the Cobra Team devastated opposition from California to Germany in the mid-sixties.

forty-eight months. Carroll Hall Shelby's idea was transformed into the fastest production car in the world and brought home to America its first and only World Manufacturers Championship.

The newborn Cobra spawned a generation of cars that gave a fresh meaning to the word performance and required new parameters of comparison. And none of the offspring had as much of what made the Cobra famous as the original. Shelby-American grew and the talent that passed through the gates at 6501 West Imperial Highway formed a team that was unbeatable. Like the cars they created, the total was more than that of the sum of the parts. Here again, one man was responsible for the vision to assemble and direct the energies of this team.

The Shelby-American factory was located in the shadow of the monolithic Ford Motor Company. Its fate, like Ford's, was tied to the market place. As concepts and trends changed, so did the products. Emphasis moved away from the balls-to-the wall, fire-breathing rocketsleds of the mid-sixties to the more graceful and comfortable 'American GTs' of the late sixties. These cars still held the memories of Targa Florio, Riverside, the Nurburgring and the Mulsanne straight within their sheetmetal, but they were much like the race driver who is overshadowed by the future side of the present. He can smile and enjoy those memories, and every once in a while glide smoothly and effortlessly through a high speed sweeper, but the past has already gone by the window and must remain an image in the rear view mirror.

By 1970, the pendulum had finished its now lazy arc. The early cars were half a decade old or older and the latest models were diluted so much that the flavor of the early ones was barely recognizable. Most all had changed owners and each time the keys were turned over, the prices fell. Parts became scarce and many became just 'another old car.'

But after a few years went by and Detroit's annual

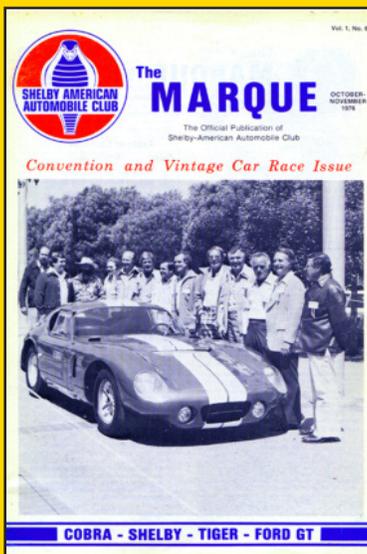
14

## SAAC's First International Convention

THE VIEW THROUGH  
GUARDSMAN BLUE COLORED GLASSES

— Rick Kopec

It's been almost fifteen years since that first letter was sent to England by a prematurely retired race car driver in southern California. Since that letter of September 8, 1961, events moved swiftly to propel the man and his dream into reality and into a solid niche in automotive history. In less than



*The MARQUE*, Vol. 1 #6, October/November 1976.

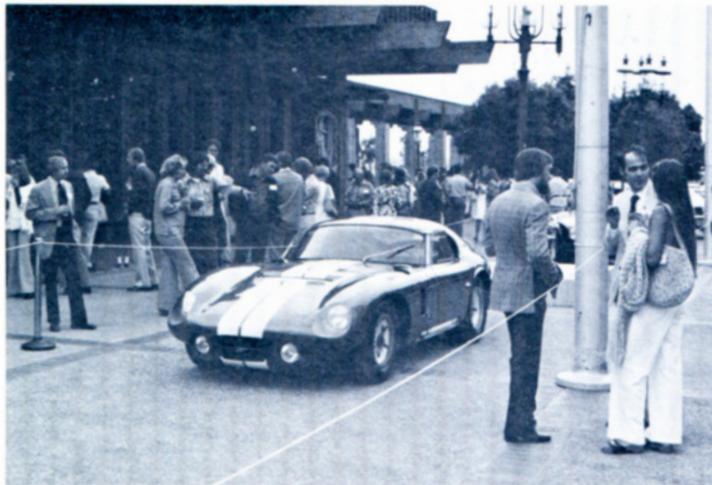
We kicked around the idea of starting a new club because there didn't seem to be much to be gained by fighting with everyone in the old one. We decided to start working on SAAC as soon as we got home and we agreed that two things needed to happen right out of the box: we had to publish a magazine immediately and put on a convention within a year.

The founders of the new club were: Austin Craig, Royal Krieger, Ken Eber and I. For some reason which wasn't really clear to anyone, Bob Key decided not to join in. Craig and myself started working on the first magazine and Krieger, who had already done the legwork on a convention in Oakland, took the next step and put his plans into action. The date we decided on was the weekend before the vintage races at Monterey. Convention attendees would be able to stay over for four days and then attend the third annual Monterey Historics. Craig had attended the second Monterey Historics the week before the SOA convention in Wichita. After seeing Mike Shoen's Daytona Coupe, CSX2299, (driven by SCCA B/P National Champion Don Roberts) and Shoen's original and in as-last-raced-in-1965 condition 289 Cobra FIA roadster, CSX2345, (which Shoen drove himself) finish 1-2 and wiping the floor with three Ferrari GTOs, that's all he could talk about.

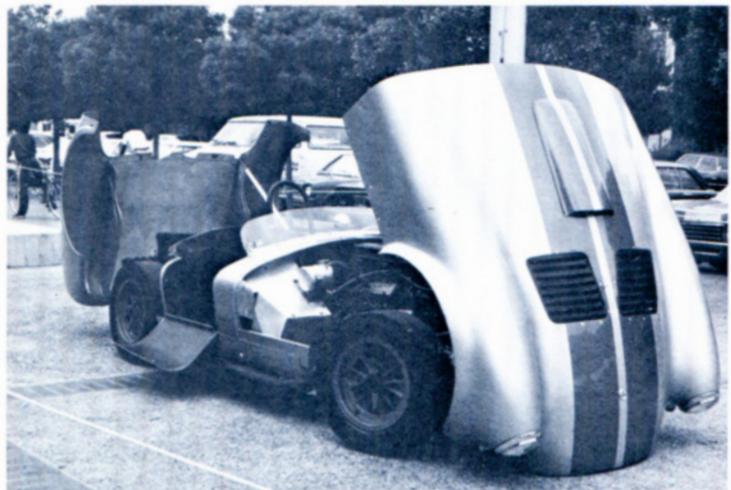
Krieger was a one-man band. The headquarters hotel was the Oakland Hilton, an upscale facility on the edge of the Oakland airport. Rooms were \$21 a night (\$28 for a double). Registration was \$15 per person/family and a Saturday night dinner ticket was \$13. The hotel's ballroom could accommodate 1,000 and by the time the last ticket was sold, there were about 500 people in attendance.

"This is a deluxe hotel," wrote Krieger in pre-convention information that was printed in the April/May issue of SAAC's bi-monthly *Marque* magazine, "and therefore, dress should be commensurate. Please, no jeans, cutoffs or Saturday afternoon workin' on the car type clothing. T-shirts are acceptable during the days provided they are 'Shelby American' lettered. Evening cocktail parties and dinners will require

## National Convention - Oakland Pictorial Review



Thursday night cocktail party: Mike Shoen, Phoenix, Ariz. (c) explains the Daytona Coupe lines to his wife Christa as Jim Wallace, Los Angeles, listens. In the background Andy Suniega points out the coupe's spoiler to Charlotte Klotter.



The famous flip-top Cobra Ken Miles raced at Nassau in 1964. CSX2196 is now owned by Royal Krieger, SAAC Executive VP.

coats for men, with ties mandatory for Friday and Saturday nights. The convention agenda gives a complete dress breakdown."

There was, as you might expect, an undercurrent of grumbling about the dress code during the convention. After it was over we received scads of complaints from angry members who said, essentially, "We have to wear jackets and ties during the week. We don't want to be forced to wear them on vacation." Krieger had confused the SAAC convention—a weekend in the parking lot

under the hot sun—with the hoity-toity Pebble Beach Concours chablis-and-brie crowd. It was a mistake that would not be repeated.

SAAC's first convention included a lot of firsts. Invitations were sent out to as many former Cobra team drivers and ex-Shelby employees as could be found and it was the first time that many of them had seen each other since the 1960s when they were racing Cobras, GT40s and GT350s. When Krieger contacted Al Dowd it was a stroke of luck. Dowd had been Shelby's team manager

and logistics wizard. He was the one who orchestrated a thousand details and brought them all together on race day, from travel plans to accommodations, to insuring that boxes of spares and tools arrived in time. If something was required, Dowd had foreseen the need in advance and insured that whatever it was, it was on site, on time.

Now working for SEMA, Dowd kept track of many of the guys who worked at Shelby American. He was able to provide Krieger with a large contact list and everyone on it was invited. It would be their first "reunion." Carroll Shelby was there, along with team drivers Bob Bondurant, Lew Spencer, Allen Grant, Ed Leslie, Bob Johnson and "Gentleman" Tom Payne. Independent drivers Don Roberts and Dick Smith also attended. team manager Al Dowd, sales manager Hal Bracken, director of public relations Max Muhleman, engine shop foreman Ole Olesen and fabricators Bill Eaton, Ron Butler and Dennis Gragg were joined by Dean Moon (Shelby's first landlord) and Ian Garrad, the west coast importer for Rootes and "Father of the Tiger."

On Saturday morning, many of these alumni sat at a long dais and participated in a seminar, inviting convention participants to ask questions about anything they could think of: details about the cars, the races, Shelby himself or anything else that crossed their minds. It was one of the high points of the weekend.

You have to keep in mind that this was all new to everyone. Cobras were only about ten years old and not much more than used cars at that point. Shelybs were in the same category. It hadn't been all that long ago that the Cobras and GT40s were in the thick of competition. Race reports and magazine articles were still fairly fresh in peoples' minds. But even so, there was relatively little "common knowledge" when it came to the production history of the street cars. Everyone was in the "discovery" phase.

Only a handful of people owned old race cars at this point, but very few would consider themselves "collectors." And what did you do with an old race car other than put a set of mufflers on it and drive it on the street? They were

## National Convention - Oakland Pictorial Review



*The Tigers' Lair. Many Tigers were joined by Ian Garrad, the father of the breed, at the Oakland Hilton Inn.*



*Happiness is a parking lot full of Shelybs. On the trailer is 6S001 being restored by Jack Schroll of Walnut Creek, California.*

sold for give-away prices because as race cars, their only value was in racing them. They were old and obsolete, and as the old saying goes, nothing is as old as last year's race car. Very few people thought about these old race cars as historical icons.

One of the first who did was SAAC member Mike Shoen. At that time he was one of only a handful of enthusiasts who realized that Shelby American and the Cobras had a history and a legacy. Shoen's father had built the first U-Haul trailer after WWII and started

that company. The business grew exponentially as returning G.I.s, many of whom had never been out of their hometowns before, came home after seeing different parts of the world and realized there were other places to live. A one-time move meant renting a trailer rather than buying it. The bottom line for Mike Shoen was that his father's success provided him the opportunity to rescue Cobra race cars (including two Daytona Coupes) at a time when not many others realized their value was in their history.

Shoen's Cobra Daytona Coupe, CSX2299, was parked prominently in front of the hotel's entrance, surrounded by a handful of other Cobra race cars, including a USRRC roadster, CSX2514 owned by Gordon Gimbel; the 427 "Flip-Top" Cobra, CSX2196, owned by Royal Krieger; Shoen's Cobra FIA competition roadster, CSX2345; Dick Smith's 1967 A/P National Champion 427 Cobra, CSX3035; and Don Roberts' B/P National Champion 289 Cobra, CSX2473. These and other competition cars were the teaching aids for subsequent lessons in Shelby American history.

Krieger had the idea, probably based on his own personal situation, that wives who were dragged to the convention would rather be somewhere else, so he contracted with a private tour company to organize two different excursions into San Francisco by bus. On Friday it was a shopping tour which included Ghirardelli Square, the Cannery and Union Street. Then, lunch in Sausalito at a ritzy, waterfront restaurant, followed by a ferry trip across the bay and back to Fisherman's Wharf, and then back to the hotel by bus.

The following day's tour headed for Chinatown and included a visit to a Buddhist Temple, a fortune cookie factory, a shop specializing in Chinese cookware, and then lunch at a gourmet Chinese restaurant. Less than a dozen wives signed on to the tours, providing another good lesson: people come to the convention to come to the convention—not as part of a larger vacation.

One of the technical seminars centered on serial numbers and it revealed how little was actually known—especially about the later Shelbys. As soon as one of the "experts" on the panel made a statement, it was contradicted by several members of the audience. Clearly there was a lot to learn.

At one point I was in the parking lot and noticed the red '68 GT350 convertible Ken Young had driven from Green Bay, WI. Young was sitting on the panel, up on the stage of the theater-style meeting room, closest to the end of the dais. I scribbled his license plate number onto a piece of scrap paper and went into seminar. I made my way up to the edge of the stage and handed him

## National Convention - Oakland Pictorial Review



When SAAC VP Rick Kopec is in an area, good times prevail. Rick (l), his wife Colleen (c), Chuck Schwab (r), New Haven, Connecticut, are joined by Bob Key, Los Angeles, California (foreground) at the Thursday night cocktail party



Royal Krieger, SAAC Executive VP asks Ken Eber (c) SAAC Secretary-Treasurer, "Does anyone dance the Pelican?"

Photos courtesy of John Guyer, Berkley, Michigan

the piece of paper, folded in half. "When there is a break, can you announce that this car is on fire out in the parking lot? The fire department is already on the scene."

Young sat back in his seat and I backed away from the edge of the stage. As he waited for the speaker to finish, he slowly unfolded the paper and read the license plate number. As he realized it was his car, his eyes grew to the size of saucers and he began to hyperventilate.

Having the Saturday evening cocktail party outside the hotel's front en-

trance seemed like a great idea. Cobras and Shelbys were parked all over as the sun started to dip below the hotel's long roof, casting everything in a golden glow. One 289 Cobra owner, decked out in the required jacket and tie, was overcome by the moment. Fueled by more than a few adult beverages, he button-holed ex-team driver Allen Grant, offering him a quick ride around the block.

Grant was reluctant but the owner was adamant. Probably thinking that it was easier to take the ride and be done with it, he got into the Cobra. The car was outfitted with Webers, a roll bar

and side exhausts. Light on the clutch but heavy on the gas, the driver launched the car out of the Oakland Hilton's lot, slewing sideways in a screeching cloud of blue tire smoke. Everyone seemed to freeze in place as they listened to it winding up through the gears on the feeder road outside the hotel's property.

I had been talking with Allen Grant prior to his being whisked away on what he was probably thinking was one of the bigger mistakes in his life. And I could sense that, like a pack of wild dogs smelling blood, it wouldn't take much for other Cobra and Shelby owners to follow suit, turning the local roads into a speedway. So when the grinning Cobra owner triumphantly returned to his parking spot and Grant had extracted himself from the cockpit, I leaned over as if I was going to tell the owner something important. Instead, I pulled the key out of the ignition, popped the fuel filler open and dropped it into his gas tank. Before he realized what had just happened, I said, "By the time you figure how to get that out you'll be sober again."

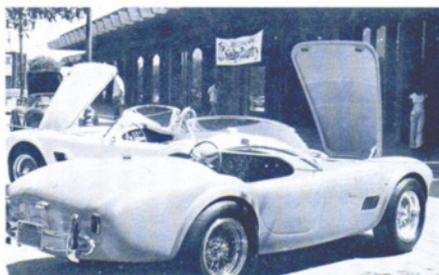
We wanted to start the evening program off with some excitement, so after everyone had moved into the ballroom we got Dick Smith to roll his 427 S/C race car behind the false wall in back of the speaker's podium. The car had no mufflers. The crowd was quieted down by the first speaker, Austin Craig, who began his comments by saying something about "horsepower." That was the signal for Smith to start up the car and blast the throttle. On cue, he did and the walls shook, causing the corner of the room to fill with high octane race car exhaust. The hotel's staff came running behind the wall as if the big earthquake had finally hit. We rolled the car outside as they castigated us and voiced threats which included the fire marshal (the most feared public servant in any municipality). The stunt was one that Dick Smith mentioned often in the intervening years before his death.

Anyone who was at that dinner will have total recall of the multi-media show put on by SAAC member and Cobra owner Drew Serb. It was a 20-minute presentation which took him the better part of a year to create. It em-

## National Convention - Oakland Pictorial Review



SAAC President Austin Craig (second from left) takes time out with Bill Eaton (l), body fabricator, who was instrumental in building the Flip Top and most of the Cobra race cars, Ed Leslie (second from right), Team Driver for Shelby-American 1963-65, and Bob Johnson, Team Driver 1963-65. Both Leslie and Johnson drove everything from the earliest Cobras to the GT-350's and between them won just about every SCCA AP and U.S. Road Racing Championship race in this country. Today Eaton works for the Parnelli Jones Racing Team while Leslie owns a Toyota-Alfa Romeo dealership in Monterey, California. Bob Johnson owns an industrial catering business in Columbus, Ohio.



The banquet hall courtyard featured Cobras, Tigers and Shelbys on display with different cars being rotated into the display every day. Featured in this photo are the 289 Cobras of Lynn Park, LaCanada, California and Jim McCarthy, Oakland. Both cars show the effects of many hours of meticulous restoration and plenty of tender loving care.



Dick Smith, Fresno, California, brought his 1967 SCCA A Production National Champion 427 Cobra. The car, timed at 198 mph at Daytona in 1967, is flawless. Photo courtesy Bruce Thatcher.

ployed state-of-the-art (at that time) rear screen projection. Eight separate projectors were used, tied into a computer program which mixed the slides in conjunction with the sound track. The music was blasted through four speakers the size of refrigerators and the images were shown on a 30-foot screen.

The show began with dozens of images flashing on the screen, sometimes singly and other times in twos, fours or eights. The slides had been collected from various members and when a particular car was recognized a burst of ap-

plause, catcalls, whistles and hoots broke out. Slides flashed across the screen almost faster than they could be identified, all synched to the sound track. The second half of the show was a tribute to Carroll Shelby. Glen Campbell's song, "Country Boy," was illustrated using slides of Shelby and the Cobras being built and raced in the 1960s. When the last slide faded out—a picture of Shelby in his signature black cowboy hat, walking away—you could hear a pin drop and there wasn't a dry eye in the house.

It was the second Shelby convention for Carroll Shelby. He had been invited to the SOA event in Wichita the year before and attended for one day with his first wife, Jean. During that visit, he seemed surprised that a large group of owners would care enough about the cars he had created to gather together to celebrate them. At SAAC-1 he was met by an even larger number of people and cars. Shelby may not have realized it was an entirely different club. He seemed a little distant; stunned even. During the evening program he said that he had not realized that anyone really cared about "these old race cars."

Shelby clearly enjoyed seeing all of the men who had played a part in making Cobra history. There was a lot of laughing, back-slapping and recounting of stories. Those of us who had not been a part of it enjoyed seeing them bask in the glow of their memories while, at the same time, feeling a little like voyeurs. We would get over that in time.

The drivers, team members and employees also seemed a little surprised at the adulation they were receiving. The trophy for the World Manufacturer's Championship had only been on Shelby's shelf for eleven years. While it was a major accomplishment, it would take fifteen more years to acquire the significance it now enjoys.

Royal Krieger had planned a full two-week vacation for anyone willing to dedicate that amount of time to the convention. On Monday, Tuesday and Wednesday before the event you could have attended a three-day course at the Bob Bondurant Driving School at Sears Point. While that seemed very appetizing, only a handful of people actually took part. The convention, itself, started Thursday afternoon with a seminar for SAAC Reps and regional leaders. This was followed by cocktails poolside and then dinner. Three tech and restoration seminars took place on Friday morning and a panel of ex-Shelby team members was organized in the afternoon, followed by dinner (jacket and tie required). On Saturday there was another speaker's panel in the morning and an indoor swap meet in the afternoon. The days of

## National Convention - Oakland Pictorial Review



At the Saturday morning seminar, Allen Grant (l), Team Driver, Dean Moon, at whose facility the first Cobra was assembled, Carroll Shelby, Don Roberts 1968 B Production National Champion and Dick Smith, 1967 A Production National Champion, answer questions directed to them by the membership.



Ed Smith, a SAAC charter member from Fair Oaks, California, brought his 1965 GT-350 to the convention. Ed has been restoring the Shelby. Note even the license plate has a touch of Shelby-American.



The Oakland Hilton provides a backdrop for a parking lot full of horsepower. The camper in the background belongs to Rick and Barbara Bawden of Babric Enterprises, who were on hand with lots of Shelby-American merchandise.

the three-day, outdoor swap meet were still ahead of us. A formal dinner on Saturday night (long dresses suggested for ladies), included the Drew Serb multimedia show, wrapping things up.

The schedule for Sunday was open and although the convention was officially over some people were still hanging around, reluctant to let the magic spell end. Krieger had scheduled another group tour for Monday, which would bus conventioners from Oakland to Reno to view Bill Harrah's legendary auto museum (Harrah

reportedly had over 1,000 cars in his collection). A two-night hotel stay was part of the package, which also included tickets to dinner and a show at a supper club where Bill Cosby was headlining. Everyone would be returned to Oakland on Wednesday so they could head, on their own, south to the Monterey Histories weekend (racing on Friday and Saturday and the Pebble Beach Concours on Sunday).

Royal Krieger had seemingly thought of everything. And maybe too much, because nobody signed up for the

Reno tour. He had also made arrangements with a warehouse in Oakland for conventioners to store their cars—with 24-hour security—between the convention and the Monterey Historics. The contract required payment in advance and was non-refundable. It cost the club a small fortune but Krieger saw it as a requirement that would insure many of the historical race cars which would be going to the Monterey races could also be brought to the convention. They would not have to be trundled back home (L.A. or Phoenix, in the case of Mike Shoen) and then turn around a couple of days later to head for Monterey. He planned to spread the cost among those who would take advantage of the storage. Shoen left his Coupe and roadster and four other SAAC members parked their cars for the four days. Krieger shrugged while the club took a financial bath.

Krieger's champagne tastes being out of sync with SAAC members' beer budgets notwithstanding, the club's first convention was thoroughly enjoyed by everyone who attended. And despite some of his missteps, Krieger set a new standard for club conventions; one we would try to equal or exceed every year thereafter. A decision was quickly made for a second national convention, this time back east.

### STUCK IN TIME

At every convention there are a few cars that stay in your mind long after all the others fade. At SAAC-1, four come to mind for me, even 34 years later. Mike Shoen's Daytona Coupe is first on that list because after all the magazines and books I had read, and all the historical photos I had stared at, this was the first Cobra Daytona Coupe I had ever seen in person. I



Bob Johnson (l), Allen Grant (c) and Ed Leslie (r) discuss what it was like to spend 24 hours inside a Daytona Coupe. All three raced Cobra Roadsters and Daytona Coupes and were responsible for many first place finishes.

offerings began to look more and more alike, many enthusiasts realized that there simply wouldn't be any more coming from where these came from. Some never let go, others had and went back, and many were grateful for the opportunity to start fresh. As the face of racing changed, a new sense of history developed. Values began to climb, enthusiasm started to grow and with it, a resurgence of interest. Now the pendulum is beginning its arc back and it is gaining momentum as it accelerates.

That acceleration was readily seen this past August 19-21 in Oakland, California, as the vanguard of Shelby resurgence, the Shelby-American Automobile Club, celebrated its first international convention. And a celebration it truly was. Actual attendance figures are sketchy (after all, with all that action, who wants to sit down and count names?), but conservative estimates put the number of enthusiasts at at least 700. With technical seminars, cocktail parties, parts sale and swap, dinners and entertainment, the convention was everything any Shelby enthusiast could ask for — in spades. The Hilton Inn's parking lot overflowed with some of the cleanest and meanest cars west of the Mississippi, and quite a few from the eastern side. But the Shelybs, Tigers and Cobras didn't arrive by themselves. The people who brought them and the people who were on hand to see them were as neat a group of people as you could find anywhere.

And it didn't end there. A special part of the convention was a Shelby-American Drivers and Key Factory Personnel Reunion that brought together many of the original Shelby-American team for the first time since the airport factory closed its doors to cars. Enthusiastic members were able to talk informally with Carroll Shelby, drivers Bob Bondurant, Allen Grant, Ed Leslie, Bob Johnson, Tom Payne, Don Roberts and Dick



Ian Garrad (l) and Bill Miller pose between two of the many clean Tigers present at the convention. Garrad, the West Coast importer for Rootes Motors, is the 'Father of the Sunbeam Tiger.' Miller has been an avid Tiger enthusiast for many years and his car shows it.

Smith, Shelby-American administrative genius Al Dowd, and Hal Bracken, general manager, public relations man Max Muhleman, competition director Lew Spencer, mechanical wizards Ole Olesen, Bill Eaton and Dennis Gragg, Ian 'the father of the Tiger' Garrad and Dean Moon, who had more to do with CSX0001 than most of us realized. All these men spoke, either after dinner or on a special panel that was one of the highlights of the weekend. It was here that different versions of many stories were told which never saw the ink of print.

The starting gun for Saturday night's festivities was Dick Smith's 1967 SCCA A Production National Champion 427 Cobra which was recently backed into the banquet hall out of sight of everyone. Ignited on cue, it exploded to life in the tight confines of the Hilton complex and radiated shock waves of pure, uncut horsepower which was immediately converted into enthusiasm by the conventioners and spread through the hall like wildfire.

Saturday evening's dinner was topped off with a climactic multi-media presentation that detailed Carroll Shelby and his dream from the very beginning to the present. Skillful narration over superb background music accompanied some 750 slides flashed through six projectors onto a 22' x 8' screen, all keyed by computer. The electronic empressario responsible, SAAC member Drew Serb, vividly saw the fruits of his labors when the lights were turned up and there wasn't a dry eye in the house. No one moved after the speakers finished and the show as repeated in silence; everyone realizing that they were sharing a most unique event that would not, indeed, could not, ever be repeated. On top of everything else that weekend, to leave with that half-hour etched in your mind was something very, very special.

There were a few notables who, although not in



On Monday morning we were on our way out of town with Bob Key when we spotted a Daytona Coupe pulling into an industrial area near the hotel. Pinch me—I must be dreaming. It was Mike Shoen, parking his car in the warehouse until the Monterey weekend.



even got to sit in it.

The second car stuck in my memory is Joe Wallace's R-Model, 5R536, the ex-David Pabst car. Pabst was heir to the Pabst brewery and was an SCCA amateur racer. After he raced it, the car started its slide down the food chain, landing in Wallace's hands in 1974 after its racing days were over. While not many others understood the historical

The car was far from show condition and wasn't even running, but Wallace brought it to SAAC-1 from nearby Alameda where he lived. He would talk, non-stop, with anyone who asked him about it. What surprised me was to see people avert their eyes and walk right past it, like you would if you passed a homeless person sleeping on the sidewalk.



significance of R-Models, Wallace did.

The third car was Jon Bloeman's 427 Cobra, CSX3208. There was something about it that made it look a little different from the other 427s sitting in a row. More purposeful, maybe. It was black with white side pipes, a full-width roll bar and chrome Jongbloed modular wheels (popular back then because they could be assembled in just about any width). It carried the Colorado license

That certainly grabbed my attention. Bloeman eventually showed up and was only too happy to open the hood. Sure enough, the engine bay was stuffed full of engine—a Holman-Moody 427 SOHC with Kinsler fuel injection sitting on a Hilborn intake. Bloeman drove the beast to Oakland from his home in Littleton, CO. A year later he would drive it to SAAC-2 in Hershey, PA.

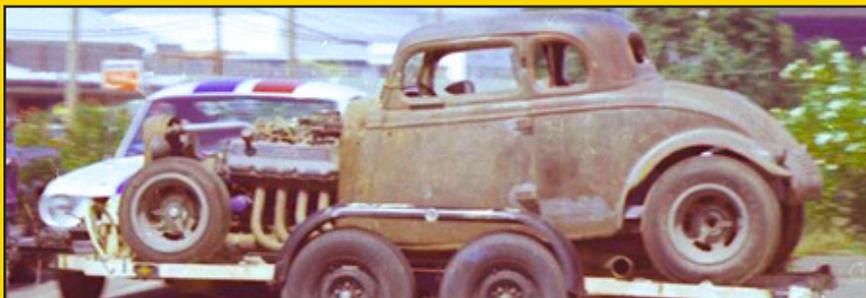


plate "SOHC."



A partial view of the Hilton parking lot with one of the 427 Cobra roadsters and host of Shelybs seen during the three day event.



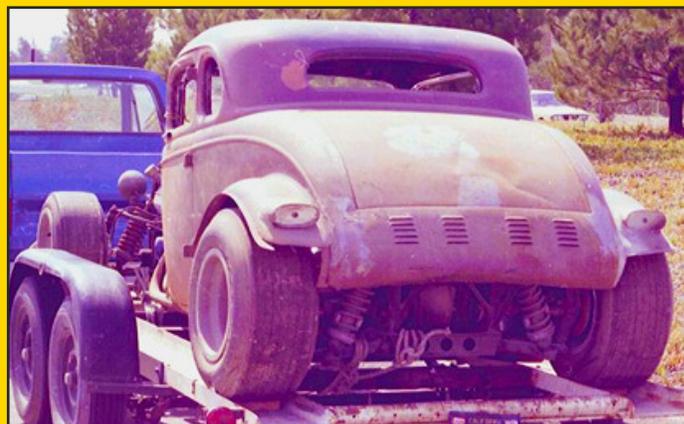
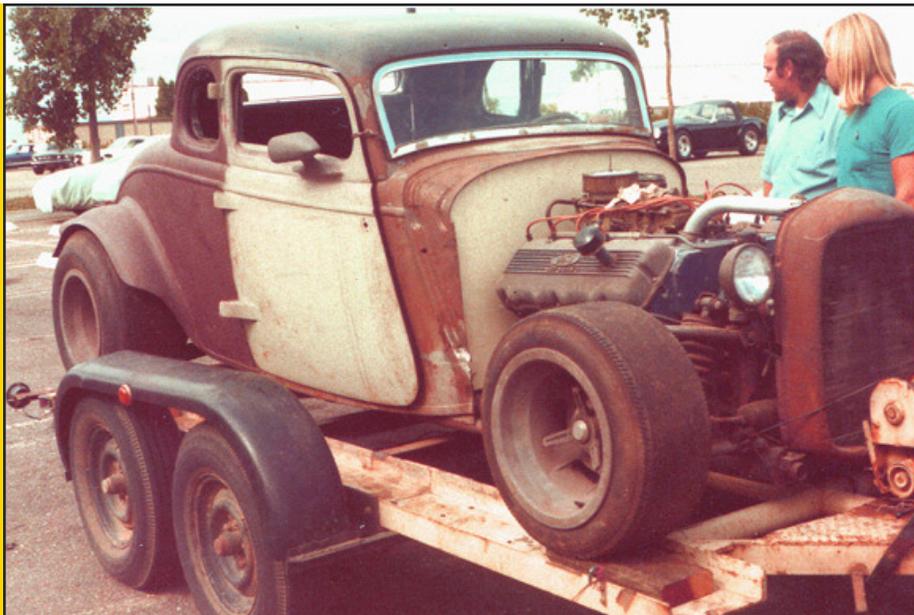
Drew Serb poses with his Cobra, CSX2343, at an autocross last spring. Thanks to Drew, who worked on the multi-media presentation for two months prior to the convention, the Saturday night extravaganza was out of sight.

attendance physically, were there in spirit. Ken Miles, Jerry Titus, Dave McDonald, Mark Donohue, Walt Hansgen, Jo Schlessler, Peter Revson, Bruce McLaren, Graham Hill — we know where you are and after that August weekend in Oakland, we know what you guys are doing.

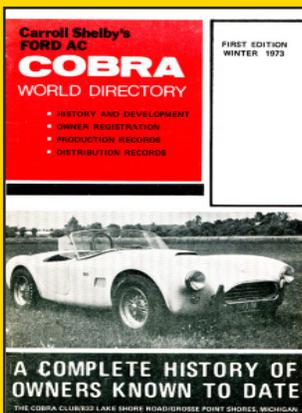
The fourth car was a real mystery car. At first glance, it looked like a typical, unfinished '34 Ford street rod with a chopped-top and no front fenders. Everyone wondered what it was doing at a Cobra and Shelby convention. But after a double-take, closer inspection revealed that the three-window coupe body was sitting over an original 427 Cobra chassis. The engine was an even bigger attention-getter: a 427 single-overhead cammer. Everyone was wondering what the serial number on the chassis was, but it had been obliterated beyond recognition. The car sat on a trailer in the hotel lot, standing out like a porn star at an impotence clinic.

There were enough tell-tale signs about the chassis's construction for Cobra experts—and just about every one of them who was at the convention took a close look—to determine that it was built fairly early in production. The consensus was, prior to CSX3200. Based on the records of the day and a lot of guesswork, it was deduced that the number was CSX3150. Thanks to the recently published Cobra Registry, that car was listed as "owner unknown."

At some point following SAAC-1, SAAC member Karl Bullock paid \$5,000 for the car. The number on the chassis had been totally mutilated with a combination of center-punched holes and welded-in metal. Bullock and a couple of other Cobra experts made the determination, based mostly on the process of elimination, that the chassis's serial number had been CSX3150. Paperwork reflecting this VIN was acquired and a restoration to full S/C specs was completed in the early 1980s. Unfortunately, soon thereafter the genuine 3150 turned up in Australia. It had been shipped to England in December of 1965 and in 1973 was converted to RHD and then brought to Australia by the owner when he moved there. The chain of ownership was unblemished, leaving Bullock with a car without a serial number.



## “SHELBY AMERICAN COBRA WORLD REGISTRY” UNVEILED AT SAAC-1

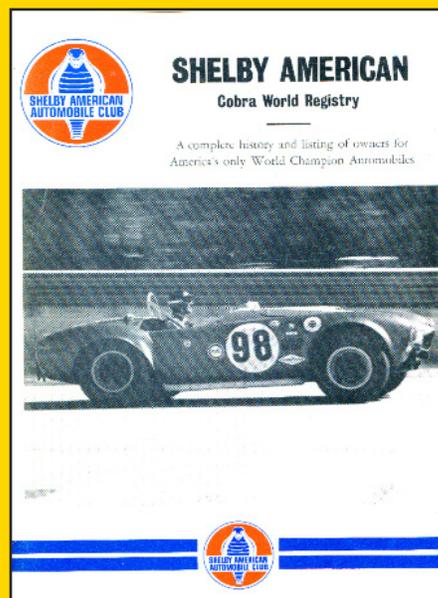


One of SAAC's first projects was to take over the publication of the Cobra World Registry. The earliest one had been printed in 1973 by the original Cobra Club. It was small in format (5 1/2" x 8 1/2") and 24 pages (including the cover). It carried the serial numbers of only the cars that had been located at that time.

A second edition had been planned and when the Cobra Club's membership was absorbed into SAAC in 1975, the Cobra Registry project came with it. A lot of progress had been made in three years and all Cobra serial numbers were now known—even if the cars' present whereabouts were not. SAAC put everything together into an 82-page, 8 1/2" x 11" book. It contained pictures of 78 cars.

That we were excited about this book was an understatement. We thought everyone else would share in our excitement, because this was the first publication with all Cobras listed. We printed 1,000 copies and had 500 shipped out to Oakland. We were hoping we wouldn't run out.

By the end of the convention we added up the unsold registries and discovered that we had been on the optimistic side. We had sold 60 copies. Another early lesson learned.



# SAAC-4

Downingtown, Pennsylvania June 28-29-30, 1979

For SAAC's fourth convention we headed back to the East Coast, towards the club's largest population center. We were initially planning to go back to Hershey again for 1979—that would have made convention planning a lot easier—but we encountered some fairly significant problems, one of which was finding an acceptable date within our late June-through-late August window. With most members having school-aged children, holding a convention when schools were in session was a recipe for attendance disaster. We were not able to resolve these issues with the Hershey Motor Lodge, so it became necessary to look elsewhere.

Based on our membership demographics, the general area that could be expected to provide the largest attendance was Pennsylvania with the nearby states of New York, New Jersey, Connecticut, Massachusetts, Delaware, Maryland, Vir-

## YESTERDAY AGAIN

— RICK KOPEC

### SAAC-4 IS NOW HISTORY — LIKE SO MANY RACES WE REMEMBER

The Downingtown Inn's parking lots are quiet, once again. Aside from an isolated oil stain on the asphalt or a pair of long, black parallel stripes from an over-eager clutch foot, the Inn's resort vacationers will never realize that, for a brief four-day period, this was the center of the phenomena known as Shelby American. Downingtown is now another piece of history of these cars that is being written today: a place where it happened. A name that now has special meaning to those who were there, much like the name of a town signifies only a racetrack to some: Sebring, Riverside, Lime Rock, Watkins Glen, LeMans.

Each convention acquires its own personality, its own character. To those of us who were at SAAC-1, Oakland was like a baby trying to walk in his first pair of shoes. By SAAC-2 we were walking proudly and for many, it was their very first convention. SAAC-3 was exciting. We had grown in numbers and the trip west was like a pilgrimage. After all, Southern California was where it all started. The tone of that convention

was reflected in the cars — so many race cars. And that day at Ontario, of sounds and colors, was one that those of us who were there are not likely to forget.

SAAC-4 was different yet. It was more like a family reunion, the members each overcoming a hardship in order to be there. This feeling of a shared hardship brought to SAAC-4 a depth that was previously unknown at other get-togethers. People spent time with each other, and with the cars. Oh, the schedule was full of seminars, and the Parts Mart seemed always to be crowded, but there was a lot of free time loaded into this year's convention, and the many previous SAAC meets across the country insured that there were no strangers at SAAC-4.

Gasoline was on everyone's mind. Some of us may be caught in that familiar, mid-sixties time warp, but the long lines leading up to 900+ a gallon gas pumps were enough to jar even the most firmly entrenched into reality. The magical liquid that is pumped into each car's holding tank is what gives life to the internal combustion engine, and without it, there could be no convention. And by the last week of June, things couldn't have looked bleaker.

**THE SHELBY AMERICAN**  
JULY-AUGUST 1979 • VOLUME 4 NUMBER 4 • \$4.50

**IN THIS ISSUE**  
SAAC-4 AT DOWNINGTOWN: THE FULL STORY!  
SHELBY COLLECTIBLES      MID-AMERICA SHELBY MEET  
PRINT SPECS      CLUTCH COBRAS



SAAC-4, June 27-30, 1979, Downingtown, PA

DONALD FARR

ginia and Ohio making up the bulk of the club's membership.

We needed a facility with at least 400 rooms, and Mickey Rooney's Downingtown Inn in Downingtown, Pennsylvania fit the bill. It was a little west of Philadelphia—close enough without being in what would be considered that city's urban area. It had a layout that was conducive to a group like ours. Their brochure depicted a nice enough place, and since at that time in our history we were not concerned with race tracks, it was as good an anywhere to spend a weekend. We even entertained thoughts of a guest appearance by "The Little Mick" at the evening program and maybe having someone give him the ride of his life in a Cobra roadster.

We signed a preliminary contract in the fall and scheduled a reconnaissance trip in February to eyeball the place. We needed to solidify things with the hotel's sales director and banquet manager, and also to have a look around to visualize how things would shake out in late June.

However, between October 1978 and February 1979 things had changed radically. The "second oil crisis" was on us (the first having taken place in 1973). It grew out of a strike in November of 1978 by some 37,000 workers at Iran's nationalized oil refineries. That country's leader, the Shah of Iran, fled the country and a new regime took over. Production volume decreased (from about 6,000,000 barrels to 1,500,000 barrels a day), causing prices everywhere to increase. Domestic production was increased in an attempt to compensate but there was still a shortfall. This put a huge crimp in this country's oil supply; prices increasing from \$16 a barrel to almost \$40 and prices at the pump increased proportionately.

Almost overnight, there were long lines at gas stations and many sold out their allocations before the end of each month. Crudely lettered "No Gas" or "Gas Pumps Closed" signs were common. Many people believed that the shortage was artificially created by the oil companies in an effort to boost prices—and profits. Politicians began talking about rationing and, in fact, Maryland, New Jersey, Pennsylvania and Texas actually instituted an "odd-and-even" system whereby cars with license plates ending in even numbers could only purchase gas on even-numbered days of the month.

We put a couple of ten-gallon cans of gas in the back of our SUV and headed to the Downingtown Inn in February. Things did not look good. To begin with, the convention was scheduled for the very end of the month, exactly when most gas stations



**DONALD RAMSEY**

*Precious fuel is pumped from 55350, belonging to Howard Pardee, into a Pinto that refused to run on empty. Pardee garnered the Dubious Achievement Award for becoming involved in the first (and only) accident of the convention. His GT-350 was backed into" ("note cute dimple in rear quarter) by a non-convention hotel guest on Tuesday, just minutes after it was parked in front of the hotel. After the incident, Pardee became philosophical, saying, "I probably wanted to have that rear quarter painted anyway."*

Because SAAC-4 fell at the end of the month, stations pumping out their June allocations was a possibility that all SAAC-4 attendees had to deal with. On top of this, the Pennsylvania Gasoline Retailers Association were clanging their swords, threatening to close up from the 28th of June to the 5th of July. Rumors of gas riots outside of Philadelphia added to the general sinking feeling, and the staff at the Downingtown Inn braced themselves for an avalanche of cancellations. It never came.

SAAC-4 proved that the enthusiasts of the cars from Shelby American are unlike any other in the automotive world. As license plates began turning up from places more than a tankful away, the new arrivals began relating their experiences; how they dealt with the inconvenience of poorly managed fuel supplies in order to be there.

About Thursday, the Governor of Pennsylvania announced odd-even rationing, and this caused about half of those there to engage in a little friendly plate-switching, as everyone wanted to have a full tank with which to begin their journey back after the convention. Many ingenious methods were employed as SAAC members grappled with the fuel problem. More than one electric fuel pump was set up to operate via alligator-clipped wires to a battery, to transfer fuel from one car to another. The hotel management became slightly perturbed when maids began reporting finding full five-gallon gas cans in hotel rooms.

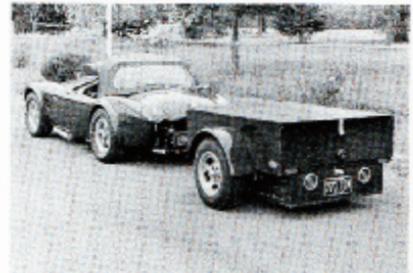
And then there was Bill Fischer of St. Louis, Missouri. Bill fabricated a small trailer that he towed behind his 289 Cobra. Inside it was a fifty-gallon tank, with electrical fuel pump wired to a

switch in the cockpit that enabled him to transfer fuel from the trailer's tank into the Cobra's tank — while in motion!

The "gas problem" diffused rapidly, for two reasons. One was an additional allocation of supplies by the Governor which enabled local stations to expand their hours. The other was the enthusiasm generated by the cars from Shelby American. As a group, there is probably no one who would appreciate these cars more than gas station attendants. And that's just what happened! By Friday, when Cobras, Shelybs, Tigers, Bosses, Mustangs of every description and a rasping, gold GT-40 were hitting the bricks with regularity, SAAC's registration room began receiving clandestine phone calls from these attendants, informing us which local stations would have gas, what their hours would be and that it didn't matter whether a Ford-powered car had odd or even plates, it could get all the gas it wanted. Spirits quickly rose as the problem dissolved and was put aside until the trip home.

There is no question that SAAC's conventions are getting big. In fact, the counting of cars becomes impossible and trying to assess the number of people who show up is even worse. There were slightly over a thousand pre-registrations for this year's bash (now you know why those fat, over-stuffed registration packets are a thing of the past!) and the number of people who attended for some part of the four day snake-in was put, conservatively, at 2,500.

This year's technical and restoration seminars were much more professional, and included examples of parts, photographs, slides and parts numbers that were taken directly out of Ford Master Parts Books by members who were bona fide Ford parts men. Thursday evening's program was dedicated to — and highlighted — the club's Area Representatives. Some of the more active areas of the country were represented. All told stories of what they were up to.



**DONALD FARR**

*Bill Fischer's Cobra trailer carries more than luggage. Below decks are a pair of gas tanks, battery and electric fuel pump.*

26

ran out of their allocations and closed up. We pictured convention attendees in gas-swilling high performance cars, coasting into the Downingtown Inn on fumes and having a very difficult time filling up to begin the trip home. Or worse yet—wholesale cancellations by SAAC members figuring that attending the convention just wasn't worth the trouble and the uncertainty of possibly being stranded on the side of the road in their Cobra or Shelby.

After receiving a lot of positive feedback following SAAC-3 and its open track event at Ontario Motor Speedway, members looking forward to SAAC-4 expressed the hope that there would be some type of driving event at this convention. It became obvious that we could no longer rely on

only a swap meet, seminars and a large parking lot full of cars to keep convention participants entertained.

There were no road circuits in the area but there were several drag strips within an hour or so of Downingtown and we chose the closest one, Atco Raceway. The plan was to have drag racing on Saturday and the distance from the hotel to the track was far enough to provide a pleasant ride for those who would only be coming to watch. Of course, the fly in the ointment was the gas crisis.

We drove from the hotel to the strip, judiciously keeping track of the mileage. Driving time was a little over an hour. That was a problem. If someone left the hotel with a full tank of gas, drove to the

strip and drag raced their car most of the day, they might not have enough gas to get back to the hotel. And with the convention scheduled for June 28-29-30—the tail end of the month—there was no guarantee that the gas stations between the strip and the hotel would have gas available. That gave us something to think about on the way home

After kicking around all of the pros and cons, we decided to scrub the drag racing portion of the convention. This wasn't an easy decision because we had already given the track a \$500 non-refundable deposit to hold the date. But there was a strong possibility that the event would only attract a handful of cars, which would mean losing four times our deposit.

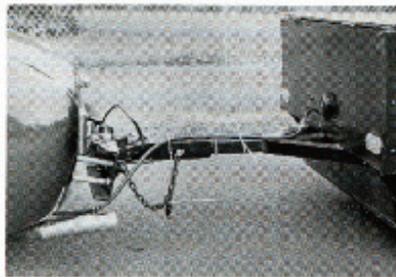
Gas crisis or not, we were concerned that there would be a lot of angry and frustrated conventioners if we put on a convention without some type of organized opportunity for participants to drive their cars. The question was, what could we do—that was still legal?

The answer turned out to be a scavenger hunt. The basic goal was to provide an event which would allow participants to drive their cars, albeit not over a great distance. We came up with a list of specific items which teams of participants had to collect. And we provided a serious prize so the competition would be taken seriously: round-trip airfare, hotel accommodations, a rented car and all convention fees waived for next year's convention. The package was nothing to sneeze at.

The list included some things which were intended to be difficult, if not impossible to find: a Christmas ornament; a receipt with a total of \$2.89, \$3.50, 4.27 or \$4.28; a speeding ticket dated that day; a receipt from the Delaware Memorial Bridge dated that day (it was about 25 miles away). There were also things on the list intended to make someone feel stupid for asking: a business card from a Corvette salesman, an unused pizza box, a paper Burger King crown. And there were things that we thought might be useful to us at future conventions: an orange plastic highway cone; a Holiday Inn towel; (*"All items on the list become the property of SAAC..."*). There were also a few things which could be used to break ties, such as 3-feet of string (the length of which would be interpreted differently based on how much the string was stretched). We didn't know how many people would want to participate, or how many of the 100 items each team would be able to collect within the four-hour time limit (11 a.m. to 4 p.m.). Actually, there were only 90 items because the back page of the last sheet contained

Display parking was set up on a large, flat expanse of lawn on the hotel's grounds, and it was possible to see literally hundreds of cars at any time during the day on Thursday, Friday or Saturday. Among some of the more historical cars in attendance was the aforementioned GT-40, one of the Swiss 'Scuderia Filipinetti' team cars that raced in Europe; one of two existing Shelby FIA Team Cobra competition roadsters; the 1973 SCCA A/Production National Champion 427 Cobra; two '65 GT-350-R model race cars, including the very first GT-350 built; one of the few 1967 427-powered GT-500 Shelby 'Super Snakes'; and an almost-completely restored '67 Shelby American-prepared Trans Am notchback. At one point, someone claimed to have counted forty Cobras on the grass area, and there were dozens more prowling through the parking lots and flexing their muscles on the main road out in front of the hotel.

The fuel situation figured prominently in the customary convention 'speed event.' You can only stand so much looking at these cars while they're parked. They were built to be driven, and an attempt is made to give everyone the opportunity to do just that. Last year's day out at Ontario Motor Speedway proved to be extremely popular, but because no open road circuit exists near Downingtown, renting a drag strip for a day was the logical choice. There were four, more or less equal distances away. Englishtown, NJ's Raceway Park was the best facility and, although it was one of the farthest away (approx. 100 miles), this didn't appear to be any problem back in January. Complications ensued when Raceway Park was forced to cancel all of its non-public events because of insurance and legal problems. Atco Raceway in southern New Jersey, some forty miles closer, was picked as a substitute. However, when the convention was a little more than a month away — and the 'fuel crisis' was upon us, an eleventh hour decision was made to completely cancel the event. Since sufficient



DONALD FARR

Channel iron bumper/hitch mount is functional, if not beautiful. Entire rig caused mouths to curl upwards at the ends.



DONALD FARR

Odd or even? The national interest is one thing, but after all, there IS a convention going on!

fuel could not be guaranteed to convention participants, who would have to travel over 100 miles, round trip — plus the additional fuel consumed in the actual running, this appeared to be the only realistic solution.

However, once the Saturday event was eliminated, there was a large void in the schedule. It was known that, despite any shortages of fuel, SAAC convention participants would still want the opportunity to do something with their cars other than park them and look at them. So, a special secret event was planned that would permit them to do just that; a minimum of fuel would be required (less than three or four gallons), it would take place on public roads, and to make things interesting, some pretty valuable prizes would be awarded. Above all, an air-tight security lid was clamped on. Only four people in the world had any idea of what would take place.

A 'Special Event Orientation' was scheduled for 10:30 am on Saturday. Simple curiosity got to most of the people, especially when the prizes were announced at the previous evening's program: first prize was round trip airfare for two to SAAC-5, hotel room, registration and banquet tickets for two; second prize was hotel room, registration and banquet tickets for two; third prize was registration and banquet tickets for two. The hall was packed.

Reps circulated through the audience with lengthy and detailed legal waivers that had to be read and signed by all participants in order to 'compete.' Participants who signed the waivers were given a sheaf of papers, the top one of which bore the words 'TOP SECRET' in bold red letters. Further admonishment read, 'DO NOT remove the special metal security fasteners until specifically instructed to do so.' The tension mounted.

Prior to being given the word to open the packets, the ground rules were explained. The papers contained a list of 100 items. The individual or team collecting the largest number of

ten questions, the correct answer to each was worth one point. They were introduced with this challenge: *"...any Shelby enthusiast should have no trouble answering any of them..."* Here are a few: Name the male lead in the movie "When The Boys Meet The Girls." What is Peter Brock's middle name? What year was Shelby's turbine car entered in the Indy 500? Shelby American had a live cobra snake in a cage in the office. What was his name? Identify Ormly Gumfudgin. What brand name tachometer was used in the Lone Star.

One of the organizers of a regional SAAC meet held in the Northeast the year before knew a representative of Allen Test-products. He was invited to bring a refrigerator-sized engine analyzer to the event

and provided free diagnostic tests for event participants. It proved very popular. Owners discovered they had a weak spark plug wire, or that their points were set a little too wide. The spring on their mechanical advance was weak or the coil was borderline. Things which were not obvious to the weekend shade-tree mechanic (which most of us were back then). Someone suggested that this guy be invited to bring his equipment to Downingtown and it sounded like a great idea. It would turn out to be a good example of the law of unintended consequences.

We send him a note inviting him to bring his toy to the convention. He was located near the center of Connecticut so it would be about a four-hour trip for him. He

had seemed enthusiastic at the regional event and was constantly remarking how the cars he was seeing were a lot more interesting than the Buicks, Impalas, Datsuns and Galaxies he was used to testing. We offered to pay his hotel room for the weekend. He asked if he could bring his assistant; okay, make that two hotel rooms. When they showed up (the assistant brought his girlfriend) we gave them three Saturday evening dinner tickets and told them to charge their meals to their room. Little did we know that both of these guys were boozehounds and every night they held court in the hotel's bar, buying rounds of drinks for anyone within earshot. And charging it to their room. The food and bar bill ended up costing us more than their rooms! It was part of our learning curve, and it was something that never happened again.

The convention was a Friday-Saturday-Sunday affair and we got there Thursday morning to organize and get things going. As we were checking into the hotel, the previous pack of guests were checking out. We noticed a little commotion out in the parking lot and someone rushed up to the registration desk and tugged at Howard Pardee's sleeve. Gesticulating wildly, he said, "Somebody just backed into your GT350!" Pardee was unruffled.

"Yeah, sure," he responded, not missing a beat as he filled out his hotel registration card. "If you expect me to drop everything and run outside maybe you'd like to buy an uranium mine I have for sale in New Jersey." Two others followed the first guy in. One told Pardee it wasn't a serious fender-bender; just a small dimple. The guy behind him said that others were outside holding the perpetrator who had tried to drive off. Pardee looked out the plate glass window and saw the scene, and suddenly realized it was not a prank. He rushed out to discover that an older hotel guest had been backing his large Buick out, and the edge of his rear bumper came

By SAAC-4 we were beginning to see some of the more historical Shelby American cars being brought to conventions—and now we knew a lot of what it was that made them historical. For example, the '67 GT500 called the "Super Snake" actually was a one-of-one prototype for a 427-powered GT500. By the time the lightweight GT40 MK II engine and everything else was poured into the equation, the Super Snake's price tag was about \$7,500. About the price of a 427 Cobra. For the same money, which one would you choose? And that, sports fans, is precisely why the GT500 Super Snake never became Mel Burns Ford's dealer-generated special model, like the super cars from Nickey Chevrolet in Chicago, Yenko in Pittsburg, Motion Performance in Baldwin, Long Island or Mr. Norm's Grand Spaulding Dodge in Chicago.



DONALD FARR

Friday night's pool party proved to be a tremendous success. In fact, some participants, like Lynn Park — pictured here — were so anxious to take the plunge that in their excitement they forgot to remove their clothes!



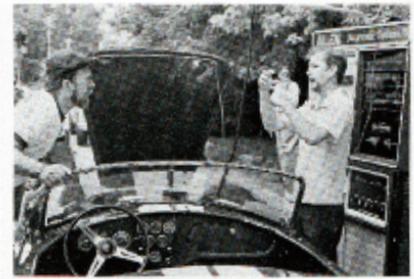
DONALD FARR

OK, so you want a complete 289 hi-po engine, a top-loader, a few Autolite in-line carburetors or a fuel injection set-up for a 427? Just step this way . . .



DONALD FARR

Jim Ingless, author of last issue's excellent article on trailers and towing, is pictured off-loading his Weber-assisted King Kong. Always a stickler for exact detail, Ingless computed the precise angle required to unload his car, and erected ramps that were seventy-three feet long! 'A piece of cake,' he quipped as he backed down without worry.



DONALD FARR

SAAC-4 gave everyone the opportunity to have their engine professionally analyzed — courtesy of SAAC! Experts representing Allen Testproducts were on hand all weekend to man two large diagnostic scopes that gave precise information regarding timing, spark plugs, cam duration, fuel mixture, emissions and a dozen other functions. Here, Ron Weison explains to Gordon Bender of Orlando, Florida, that his Cobra's main problem is the nut behind the steering wheel.

these items within the specified time limit would be declared the winner. Some participants who tried to get an early idea of what was going on discovered something on the back of the last sheet. It said only, 'To get you started . . . each question, if answered correctly, will equal one item.' There followed a list of ten questions. Participants were directed to them with the comment that ' . . . any Shelby enthusiast should have no trouble answering any of them.' The comments that were heard from the audience were unprintable. (Note: Because the correct answers were never given at SAAC-4, they can be found in the back of this issue. As we said, you should have no trouble answering any of them . . .)

1. Who wrote *Hey Little Cobra*?
2. Name the city where engines and transmissions were installed in the first 25 Cobra roadsters.
3. Give the name of the Shelby model that was built and sold in 1971.
4. Name the male lead in the movie *When the Boys Meet the Girls*.
5. What is Pete Brock's middle name?
6. What year was Shelby's turbine car entered in the Indy 500?
7. Shelby American once had a live Cobra snake in a cage in the office. What was his name?
8. Identify Ormly Gumfudgin.
9. What brand name tachometer was used in the Lone Star?
10. 'Any man that eats chili can't be all bad' was attributed to P. Garrett, Stinking Spring, NM, December 21. What was the year? (Taken from the side of Shelby's Chili Mix.)

28



into contact with Pardee's '65 GT350.

It was only a small tap, he explained, and he hardly felt it. He didn't think there could possibly be any damage to Pardee's car, which he described as, "just an old Mustang." The tennis ball-sized dimple was pointed out to him and he received a quick tutorial on the difference between a Mustang and a Shelby from one of the "witnesses." Drivers license and insurance information were exchanged and Pardee's convention was off to an inauspicious start.

When we had first visited the hotel, the name out in front was "Mickey Rooney's Downingtown Inn" and they played commercials for the place on New York City radio stations. To get to the main ballroom you went down a formal staircase. There was a wall halfway down, where the steps split, turning to the right and left, and then continuing down one more half-level. Hanging in the center of that wall was a large oil portrait of Mickey Rooney. However, The Mick sold the place between the time we looked at it and when we arrived for the convention. It was now, simply, the "Downingtown Inn." And the The Mick's portrait was gone. All that remained was a large rectangle of unfaded wall paper where the picture had been.

Another curious side note to SAAC-4 was the appearance of Pennsylvania member Lahr Shawgo. He was so overcome with SAAC that he had hand-painted a 100-foot long banner, 5-feet high, for SAAC-3 that said, "Welcome to SAAC Country." He described laying it out and painting it on the roof of a barn—the only work space large enough). He shipped it out to SAAC-3 at his own expense. We were impressed by his enthusiasm, and told him so. The banner came with a couple of unintended consequences. One was that once the banner arrived at the SAAC-3 hotel in Pasadena, it had to be moved to the roof and hung over the edge. The top floor was about twelve stories up and from the ground, the banner was just about impossible to read. Besides, nobody spent a lot of time in front of the hotel.

One of the surprises at the convention was the appearance of CSX3009, the former 1965 Essex Wire/Skip Scott, then Ed Lowther/Eger Ford 1966 A/P national champion. The 1973 national champion was owned by Sam Feinstein who lived in the next town over and had a Subaru dealership across the street from the Downingtown Inn. Nobody knew where Feinstein lived so he had not been formally invited to the convention but when he saw the steady stream of Cobras coming and going from the hotel, he knew something was happening. He walked across the street, looked around, and the next day came back with his car. It looked very much like it had in its last race. Very cool.



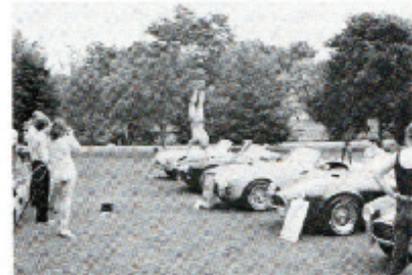
DONALD FARR

*Black Beauty* — CSX3327 — owned by Bob Keelips of Rowayton, CT, features a Gus Zuidema-built 427 medium riser, black porcelain side pipes and a flawless SC-sized body. Keelips arrived on Thursday but had to report to work on Friday, so he left the car with his two teenage sons whose popularity rose significantly as they took turns giving rides to anyone who wanted one. "New, Dad, we just hung around the pool and watched TV."



DONALD FARR

One of the six '86 GT-350 convertibles was on hand. Owned and painstakingly restored by Cliff Hornback of Oklahoma, the ivy green with gold stripes ragtop carries a Paxton.



JOHN GUYER

One of the Cobras in this picture is fiberglass. Can you tell which one?



DONALD FARR

SCCA's 1973 National Champion A Production legend, Sam Feinstein was on hand with CSX3009. Sam didn't exactly qualify for the long distance award, as his Subaru dealership was literally across the street from the Downingtown Inn. Car looked ready, once again, to take on all comers.

29



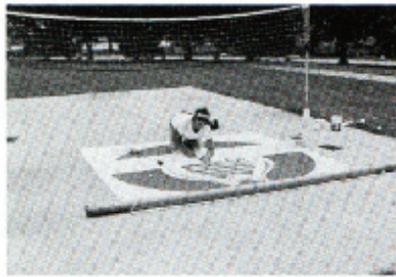
Another consequence was that after the convention the banner had to be boxed up (Shawgo had constructed a sturdy box out of two-by-fours and 3/4" plywood) and shipped back (now at our expense). We had it sent to Shawgo with the suggestion that he fill in the "SAAC" letters that he had only outlined. He said he would have it done for the next convention, and true to his word, he did. He brought it with him and we had it hung in the Downingtown Inn's lobby, a visual assault to everyone who entered. Shawgo's desire was that the huge banner would become a tradition, displayed at every national convention.

It was a seemingly harmless gesture but once the actual banner was in SAAC's hands it then became SAAC's responsibility. It weighed more than one hundred pounds (not including its custom crate) and just moving it around was a logistical challenge. We had to lug it back to SAAC HQ and store it until the next convention, and then have it shipped to a new location for the weekend. It had certainly lost its sparkle by that point.

Shawgo was, however, already on to his next project: a pair of 10-foot diameter SAAC logos. He envisioned one of them hanging behind the podium at the convention's evening program. The first one was only partly finished, but he brought it with him to SAAC-4 anyway, and then spent most of the two days finishing the paint work with the large square of plastic-coated fabric layed out on the hotel's tennis court. Such is the power of high praise. The round logo had not been completed by show time, so it would have to wait until SAAC-5.

SAAC-4 was another convention which saw an inside parts swap but instead of limiting it to a specific time, at the request of (and heavy lobbying from) the professional parts vendors, we scheduled it to run all day (8 a.m. to 6 p.m.) on Friday and Saturday and until 1 p.m. on Sunday. A small number of full-time Shelby parts dealers had materialized. They were continually expanding their inventory, specializing in the kind of things that your local Ford parts department couldn't seem to get (and in 1979, you could still get most of what you needed to keep a 289 Hi-Po or 428 P.I. running). They were also busy finding sources to reproduce those items for which there was a large demand for but

The pros loved the idea of the swap meet expanding to three full days. The enthusiasts who were there for the whole convention smorgasbord—the car show, the seminars and the socializing—were torn between standing behind their table and packing up for a few hours every day to catch the action that was going on outside of the swap meet room.



**JOHN GUYER**

Everyone who set foot into the Downingtown Inn's lobby was assaulted by a 100-foot banner welcoming them to Shelby American country. This banner was painted to exacting detail by SAAC member Layr Shawgo, Franklin, PA. It flew from the top of the Pasadena Hilton last year and was brought to Downingtown by Shawgo along with a pair of partially completed 10-foot diameter SAAC snake logos which he had hoped to complete by Saturday evening. Shawgo's standards were too high to compromise by haste, so they will have to wait until SAAC-5. But since his surprise was blown, Shawgo promised to have something even more devastating by then. Anyone seen the Goodyear blimp?

At the stroke of three o'clock, the room was closed and the Judging Committee began going over the 31 entries. While some entrants claimed upwards of 90 items, closer inspection and 'letter-of-the-law' technicalities revealed many rejections. After three hours, the top three contenders were checked to have fulfilled all requirements and were then listed and sealed into an envelope which would be opened at the evening program.



**DONALD FARR**

Two of the three R model Shelybs that were at SAAC-4. Number 36 is 5R001, belonging to Larry Zane. It was decked out in the early 1965 trim, faithfully restored down to the Hi-Performance Motors address on the fender. 5R025 belongs to Mike Gaffney of Illinois, who drove to SAAC-4. The R's 34-gallon fuel tank helped him make it through the night.



**DONALD FARR**

"Hey! Isn't that a . . . ?" Yep! Pete Aynsworth of Massachusetts outfitted his stippery '65 Mustang with a puffer. Now the 289 whines while it screams. More on this car in an upcoming issue!

Saturday evening's Cocktail Hour was followed by a sit-down dinner of roast turkey. Rumors persisted that this meal was chosen in commemoration of SAAC's Board of Directors (for obvious reasons) but they could not be substantiated. After dinner, everyone moved to the large hall below where over 1400 watched the proceedings. The program began when an oversized screen lit up and forty minutes worth of the Shelby American story came to life. Included was the continuing story of the Shelby American Automobile Club, and over two thousand separate slides were used along with voice-over narration and an out-of-this-world sound track. The show brought forth all of the emotions that are present when these cars are truly enjoyed to their fullest.

Special thanks must go out to the team of Carl Mentz, Ken Binkley and Ray Hofmann, for their six months of hard work, long hours and ultimately, stunning ingenuity. First-rate multi-media shows have come to be part of SAAC conventions, and this one was no exception. Each one is special because all of those who share the experience know that it will never be seen again. And those for whom SAAC-4 was their first convention, were left absolutely speechless. There is something totally fulfilling about seeing your car up there on that screen, knowing that you are a part of it all — no questions asked.

Convention honchos Rick Kopec and Ken Eber each made a few brief announcements and handed out awards. The members of SAAC's Board of Directors who write columns in each issue of the club's magazine were each presented with the original artwork of the caricatures that appear at the beginning of their columns. SAAC's artist Tom Honegger captured the likes of Austin Craig, Ken Eber, George Rutledge, Lynn Park, Jeff Burgy and Rick Kopec to a "T."

30

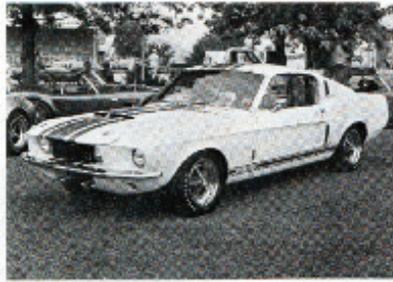


a small supply: Shelby Pitman and idler arms, Koni shocks, wood steering wheels and unique Shelby emblems and badges.

In between the full time pros like Tony Branda, Gordon Gimbel's Cobra Performance, Chuck Gutke's Cobra Restorers and Valley Ford Parts and the amateurs who worked out of the trunk of their car or the back of their pick-up truck, trying to sell off extra parts they had accumulated, both new and used, were the part-time vendors. These people worked out of their garage or basement, so they had very little overhead. If they could wangle a dealer discount at their local Ford parts department, they could buy easy-to-sell items like Mustang bumpers, interior trim pieces, battery trays and Cobra valve covers, marking them up only minimally and thereby undercutting the pros who did have high overhead costs. There were also the "one note wonders" —those enthusiasts who had one item to sell; a poster, t-shirt or book. Success for them was selling enough of their inventory to pay their way to the convention: registration fee, dinner ticket, hotel room and maybe even gas to and from the event. But mostly they enjoyed just being a part of the action rather than walking around with their head on a swivel like the rest of the convention attendees.

Another side note: most of the photos in the convention coverage article in the *Shelby American* were taken by Donald Farr. Long before he became editor of *Mustang Monthly* he was a SAAC member from South Carolina. Just a young guy with a healthy interest in Shelys, Cobras and Boss Mustangs—and photography. He was shooting black and white—which very few others did unless they were professionals. And even back then it was obvious that Donald had a sixth sense for what was interesting and unique, as well as for composition. He was able to capture the feel of the convention, which can be elusive for most people with cameras. In short, he spoiled us. He started writing brief reports of the events he attended (and photographed) in the Southeast—mostly Georgia, Florida, North and South Carolina. They were good and they got better, so we weren't surprised when he

Not every Cobra was a concours example or a daily driver. In fact, there was no SAAC concours at SAAC-4. That would not come until 1982, at SAAC-7. This "car" pictured was being sold as a body only. The chassis was presumably being "restored" with a new body. Back in those days—before replicas and the availability of body parts or of entire bodies—cars like this were viewed as the beginning of a restoration project of their own. Such was the stuff dreams were made out of in 1979.



DONALD FARR

A '67 Shelby 'Super Snake' was also in attendance. These cars, specially built by Mel Burns Ford of Long Beach, carried 427 medium risers and all of the performance options that were available. They flew!



DONALD RAMSEY

Not every car at SAAC4 was a show piece. Some, like this long neglected but recently rescued '66, needed a bit of elbow grease before SAAC-5. But conventions aren't collections of museum pieces — they're cars and people: all kinds of each.

Long distance awards were also presented. Two categories were necessary, as just coming from across the United States doesn't mean very much in terms of absolute distance. There was a tie for longest distance; Rick and Shirley Hartnett and family and Noel and April Cooper all came from New Zealand to attend SAAC-4. Norman Gilmour traveled from South Africa; it was his second SAAC convention. Steve Hitchens represented Paris, France and Dennis Hackenberger came down from Anchorage, Alaska to thaw out. A half-dozen members showed up to represent California. Lynn Park, Lance Coren, Ron McClure, Don Lee, Craig Conley and Bob Key all received 'nicetry' awards. However, if they expect to win next year, they'll have to come the long way — from the east!



DONALD FARR

Many easterners had never seen a real live GT-40 before. It was love at first sight.



DONALD FARR

"I was just driving down the road, minding my own business, when this gold thing blasted past me like I was standing still. I mean, it couldn't have been more than forty inches high!" GT-40 of Don Salawsky of the Capitol Region reeled in quite a bit of concrete during SAAC-4. Many participants were treated to their first GT-40 ride.

31



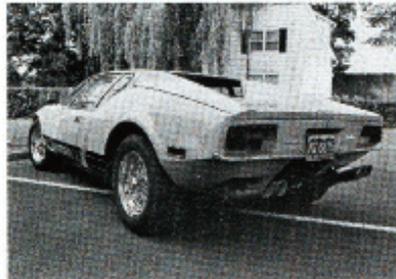
told us that he was going to work, full-time, for *Mustang Monthly*. The rest is, as they say, history. Donald climbed the ladder to the point where today he is one of the top editors in the specialty car field. We're proud to say that he got his start with SAAC.

A large portion of the convention schedule was consumed by seminars. There were individual meetings for Cobras, early and late Shelbys, Tigers, Bosses, Panteras, restoration, competition, drivelines, literature and collectibles, concours and car shows and even a ladies' seminar. Some went concurrently and they were about an hour to an hour and a half each, allowing people to move between them after asking a question or two.

Keep in mind that, at this point, SAAC was only four years old, and there had only been three Shelby Owners Association (SOA) conventions prior to our first one. Most of the information we now take for granted—and which fills thousand-plus page registries—was either unknown, incomplete or just flat wrong back then. Members we cited as “experts” and asked to sit up front at these seminars, were still working their way up the learning curve like everyone else. Someone might make a statement that, “*All early cars had thus-and-such*” and a couple of hands in the room would shoot up. Those guys would say, “*Mine doesn't.*” A discussion would ensue and that's the way we learned a lot of what we didn't know. Some of it proved to be correct and some of it didn't. It was a slow and sometimes painful process but back then it's all we had. The convention seminars were as much for collecting information as they were for disseminating it.

We can't say, for certain, what took place at the Ladies' Seminar because we weren't there. But there didn't seem to be much of a demand for it at subsequent conventions. SAAC obviously wasn't the kind of club where the wives and girlfriends exchanged recipes and tips on cleaning interiors. As the club evolved, more and more wives, girlfriends and now daughters joined the guys in the open track, graduating from the ladies' driving school to the regular open track sessions.

SAAC's early conventions drew a lot more cars than they do today. Why? It's simple: the cars were still “new” enough for owners to drive them without worrying about wearing things out or lowering the value by increasing the mileage. Most cars hadn't been restored yet. There is a direct correlation between a Shelby or Cobra's restoration and the resulting decrease in its being driven. This is one of the things they are referring to when someone mentions “the good old days.” In 1979 the value of early Shelbys was around \$10,000; later cars were bringing \$5,000.



**DONALD FARR**

Special Interest Ford-powered cars were out in force at SAAC-4. Pictured here by SAAC lensman Donald Farr are (top to bottom) an extraordinarily clean Cougar XR-7, a showroom-new Falcon Sprint and a Pantera that was driven, gas shortage or not, all the way from Colorado. Special Interest Ford-powered cars are becoming more and more obvious at meets all over the country, not just at national conventions. Currently about 25% of all new SAAC members do not yet have their Shelby American product, so these cars take their places until that right car comes along. And there's no need for them to feel left out until that happens; as they say, ownership isn't essential — just enthusiasm!



“But, honey . . . I need all these things.”



**DONALD FARR**

Austin Craig, Chairman of SAAC's Board of Directors, takes an imaginary lap in Pete Stish's '67 Mustang notchback Trans Am. Although only about 85% complete, Stish had the Shelby-prapped car at SAAC-4. It's painted yellow with a flat black hood — Shelby's Terlingua Racing Team colors.



The gas shortage did not have much an affect on convention attendance as far as we could tell. Pennsylvania's odd-and-even rule also didn't have much of an affect because there was a lot of license plate switching in the parking lot so everyone's car could be topped-off prior to the trip home.

At one gas station down the street from the hotel, one of the young guys working the weekend shift turned out to be a Ford enthusiast. They had a five-gallon-per-car limit but when Shelbys and Cobras started to come in, he has happy to fill them up without any limit. Word spread quickly back at the hotel and this gas station suddenly had lines of Shelbys, Cobras, Bosses and Mustangs stretching out into the street. The attendant was in gas station heaven because the car show was coming to him! By the convention's conclusion SAAC conventioners had sucked his tanks dry.

Another incident that became fodder for future convention legends was when alarmed hotel housekeepers reported finding full containers of gasoline being stored in hotel rooms. The weekend manager went ballistic, fearing a conflagration or worse—a visit from the local fire marshall. A great deal of effort was made to find the hotel guests who were storing gasoline in their rooms and to get them to remove it. Fortunately, everyone was at the hotel—mostly out on the back lawn where all of the cars were parked. The cans were taken out of the rooms and moved to the trunks of cars or the back of trucks. This seemed to mollify the manager somewhat.

SAAC-4 represented something of an evolutionary change of direction. It was the last convention where we did not have a car show or an open track event. We invited feedback from members who had participated in the Downingtown event and almost to a person, they said they would like to see some type of car show competition. The open track event would not require a professional racing facility (yet). And planning a car show where spectators voted was fairly easy to do. Conventions would never be the same again.

Another trend just beginning in 1979 was the S/C-ification of 427 street cars. CSX3327 was fresh from a total restoration at Downingtown that included addition of a chrome roll bar, correct S/C flares, side exhaust, wide GT40-style Halibrand wheels, a hood scoop, oil cooler and a comp fuel filler. Today, because so many replica Cobras are S/C clones (not to mention Shelby American's CSX4000 series cars and most of the Kirkham and AC MK IVs), owners of original 427 Cobra street cars are bringing them back to the way they were originally built because box-stock looking street Cobras are now more unique.



**DONALD RAMSEY**

Scavenger hunters make their final checks as 3 pm approaches. Orange cones, one of the hundred items on the list, turned up in abundance.

Tom Warth, founder of *Classic Motorbooks*, drove his 289 Cobra 1150 miles, from northern Wisconsin, to attend. Worries about getting gas didn't bother southern California Jerry Brown who piloted his '69 GT-350 from Los Angeles to be there. The longest distance a Tiger was driven was from Nitro, West Virginia, by Nigel Richardson. And Elliott Lodish drove his trick Mustang down from Toronto, Canada, to cop the special interest award.

The really big question on everyone's mind was answered by Ken Eber, when he announced the winners of the SAAC-4 Scavenger Hunt. Third place went to Richard and Joanne Fekete of Paterson, NJ. Second prize was picked up by the team of Brad Weitkamp, John Thompson and Tom Lasky. And the grand prize was won by the team of Carol Padden and Joe Manduke of Doylestown, PA, who managed to acquire 68

items on the list. They'll be at SAAC-5 to tell us all just how they did it.

One of the most humorous incidents to take place the entire weekend happened on Saturday night. A representative from Arntz Industries, which makes the fiberglass 427 Cobra replica kits, stepped forward and offered as a door prize a certificate good for \$1000 towards the purchase of any Arntz kit. While no other door prizes were planned, and drawing facilities didn't exist, each banquet ticket was numbered, so the Arntz man was asked to pick a number between one and one thousand, and the holder of that ticket would be declared the winner. The number would be announced at the evening program, following dinner. The number chosen was, as you might suspect, "427."

A sting was immediately formulated when Lynn Park, who was initially contacted, revealed that he knew who held that ticket. Lynn approached the unwitting soul and pleaded for a trade, so he could have the ticket with the number 427 in his scrap book. The unwitting soul was transformed into a good sport, the tickets were exchanged and nothing more was said. After dinner, when the winning number was announced, Lynn Park made a great show of acting surprised and excited and ran down the aisle to collect his prize. At the same time, there was a sudden uproar from a spot in the center of the audience. As you can imagine, the former ticket holder went berserk at his 'bad luck.' As soon as Lynn reached the podium, he explained what had happened, and the original ticket holder, SAAC member Mike Miller, was asked to step up and claim his prize amid a round of applause.

From every aspect, SAAC-4 was a success. If the goal of a convention is to bring everyone together and have a good time, then that goal was met.



**LYNN PARK**

Wayne Conover's long-time dream of owning one of Shelby's aluminum creations was realized when he sold off a flock of Shelbys to purchase this silver bullet. A chrome roll bar and hood scoop add to the car's already stunning appearance.



**ROBERT KEY**

Illinois' Mike Gaffney drove his original-condition GT-350R model, 5R095, to Downingtown. Car was raced in 1965, '66, and '67 and then muffed for street duty. It is a prime example of a racing GT-350. Gaffney committed a major tactical error when he permitted Kopec to take a turn behind the wheel. After the ride, he was heard to remark, "What a mistake! I should have my head examined."



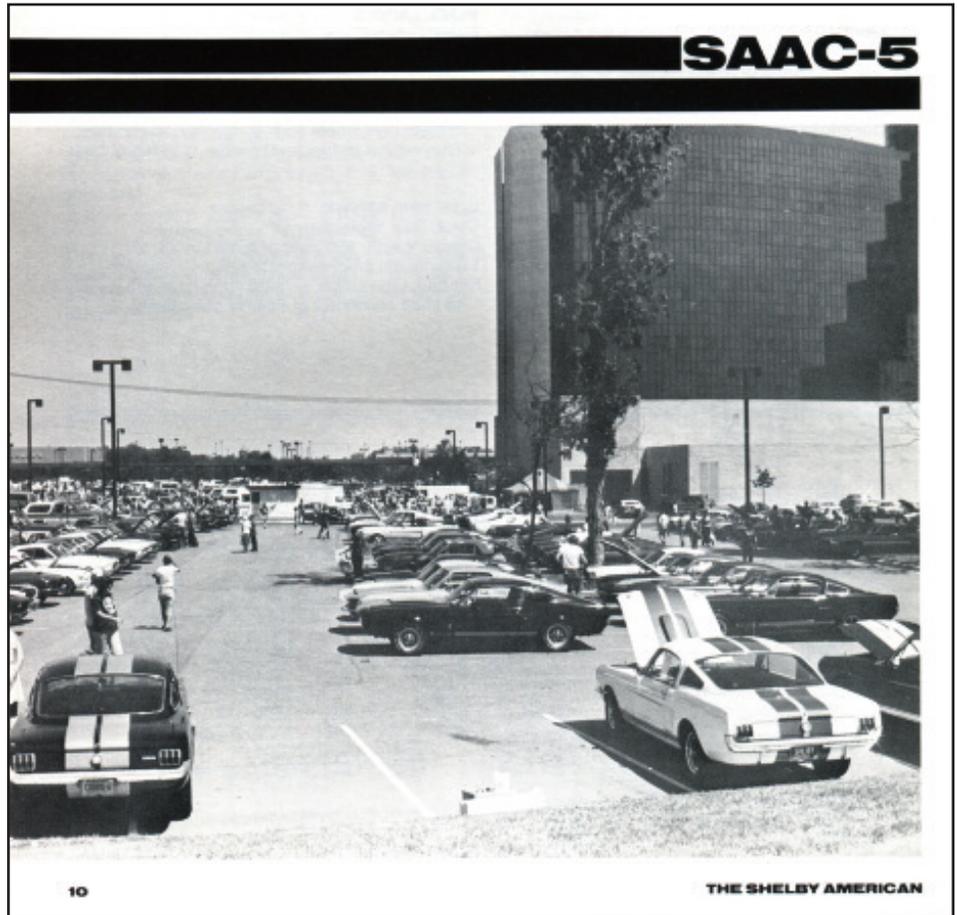
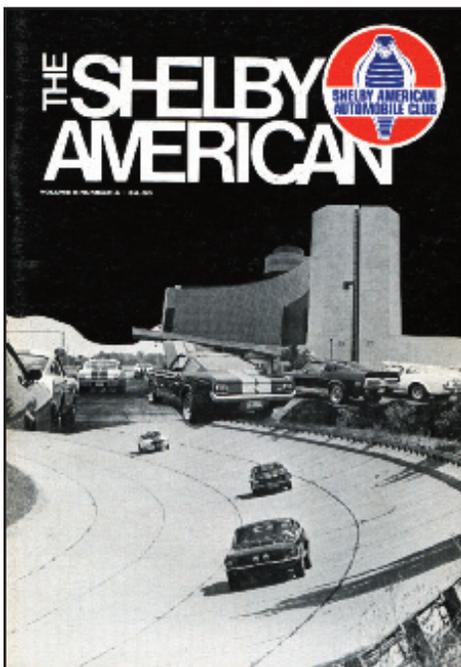
# SAAC-5 DEARBORN

July 3-4-5, 1980 Dearborn, Michigan

– Rick Kopec

You always remember certain high points in your life, but maybe not exactly the way they were. Did you really walk into the senior prom with the dream girl cheerleader from the school across town on your arm? Was that you who threw the winning touchdown pass during homecoming? Did you scoop everyone else and get your first Shelby far below market before anyone else knew the car was for sale? And how about SAAC-5 at Dearborn? Wasn't that the best convention ever?

Sometimes our memory is selective, and we remember what makes us happy—not necessarily what actually took place. Over the years, one melds into the other, leaving us with a pleasant memory of the occasion. This seems to be the case when SAAC members discuss past conventions. The first Dearborn convention is the equivalent of the shining city on the hill.



Dearborn was the most successful SAAC convention yet. We tried to count the number of cars but there were so many, and they kept moving around, that we never got an exact number. It must have been very close to 1,000. More than 1,500 people had pre-registered and probably close to that number showed up as “walk-ins.”

There were a lot of reasons why this particular convention was such a success. In 1980, ten years after Shelby stopped building cars, there was still a strong connection between Shelby and Ford. The be-

ginning of the new decade was not a particularly bright spot for performance. The Mustang II had evolved, in 1979, into the third generation Mustang: the “Fox body” platform. The 1980 Mustang had few changes from the previous year. The EPA was now exerting a great deal of pressure and influence on new cars, and Detroit’s engineers had yet to find ways of producing reasonable levels of performance while, at the same time, meeting stringent federal emission requirements.

In 1980, when the SAAC convention landed in the Motor City, the Mustang’s

top performance package consisted of a 255 cubic-inch V8 engine, rated at an anemic 119 horsepower. The GT model had yet to be revived and performance was indicated by a fake hood scoop plunked down in the center of the hood. It was non-functioning. By comparison, the Shelybs were still the performance high water marks in the Mustang family. And they were remembered by those who were still working under the Blue Oval. However, this would not always be the case. As the years passed, SAAC continued to hold conventions—three more in Dearborn and two after that in Ann Arbor, using Michigan International Speedway—but with each one more and more of the Ford employees who witnessed the Shelby American juggernaut, from the Cobra's sports car victories through the Ford GTs' domination at LeMans, either retired or passed away. The company's corporate memory grew hazy. However, in 1980 performance had not been completely forgotten and when the Shelybs and Cobras came to town for the SAAC convention it was a Big Deal.

Also a big deal was the headquarters hotel, the Hyatt Regency. It had 775 rooms and as a business hotel, they would be lucky to rent ten-percent of them on a July 4th holiday weekend. SAAC literally filled the place up, making the hotel management very happy, to the point where there wasn't much the club asked for that it didn't get.

The Hyatt Regency was a four-star hotel and back at that point in the club's history, most members were twenty-somethings and thirty-somethings, and many had never stayed at an upscale facility like that before. They were used to Motel 6s and Holiday Inns. It was fourteen stories high with an atrium in the center that went all the way to the top floor. In the middle of the ground floor lobby, a half-dozen glass, bullet-shaped elevators with strings of lights on them moved people up and down. On the very top floor was a restaurant and bar that revolved slowly, a full 360-degrees, providing a commanding view in every direction. One of the most prominent sights was Ford's huge Rouge factory. In another direction was Ford's World Headquarters, also called "Henry's Glass House." The gigantic blue Ford logo out in front left no doubt you were in the heart of Ford country and this was not lost on any convention-goer. SAAC-5 had the feeling of a college homecoming that alumni get when they come back to town.

We were looking for a location for our fifth convention that was somewhere beside the east and west coast. We didn't really have enough members in the center of

**IN OUR MINDS.** SAAC-5 now means "Dearborn" and it also means a few other things: huge numbers of participants, almost a thousand cars and, by all accounts, the most successful convention we've had yet. In fact, the one description that has been used by almost everyone is that, on a scale of 1 to 10, SAAC-5 was an 11!

We knew it would be big. When preregistrations topped 1,500 by mid-June (and that number is always doubled by walk-ins), there was no doubt about Dearborn. The parking area that we used had room for 750 cars, and this was filled to overflowing by Thursday. Cars chuffed in bearing license plates from almost every state and Canadian province, and there were wall-to-wall people everywhere. It wasn't uncommon to see the names of countries like Australia, Germany and England under the names on some nametags.

When many first-timers to Dearborn got their first glimpse of the Hyatt Regency, their comments were: "Wow! I wonder what that neat building is?" And when they followed the signs into the lot of this imposing reflective structure, their curiosity turned into amazement. "This place? SAAC-5?"

This was how the convention began for most. And there wasn't a letdown until Sunday morning, when the lots began to empty and the striped cars began their trek home, each in a different direction.

This year's convention was put on with some assistance from the Ford Motor Company. Ford became interested in SAAC for a few reasons. One was that it was sticking its corporate big toe into the waters of performance after having been out for almost 10 years. In the back of their minds was the idea that a convention package might be developed that could be offered to other Ford-related clubs whereby some of Ford's resources could be used. SAAC was chosen as a sort of prototype because it was the most professional and best organized club and, although not everything initially planned was able to be included in the final convention schedule (due, in every case, to outside factors), it nevertheless proved their point. Dearborn was an excellent convention location, and Ford does have some unique resources.

The schedule was fairly simple. The parking area closest to the hotel contained the parts swap area and had to be traversed in order to get to where the cars were parked. It was literally abuzz for three days, and no matter how many times you passed by the tables of goodies and piles of parts, there always seemed to be something that caught your eye for the first time. By Thursday, the participants were more or less settled in and the first thing on most everyone's mind was the car show. Two categories were available: popular ballot and judged concours. By early afternoon, the judges had gone over every concours entrant with the proverbial fine-toothed comb, and the mass of popular ballots was being tallied. Trophies were presented on Friday evening. While pre-convention sentiments led a lot of people to believe that the

VOL. 5 NO. 4

concours would be the center of the real action, this proved not to be true; only about 100 cars were entered and judged. The remainder opted for the less competitive popular voting.

Seminars took up Thursday afternoon, but things were adjourned early so that everyone could get out to Milan Dragway for a little grudge racing. Basically, it was no-B.S., heads-up stuff: You paired with someone who looked interesting and tried to show 'em your rear license plate for a quarter of a mile. The bleachers were packed and it was hard to tell who liked it more, the drivers or the spectators.

Friday's schedule was also fairly open. Seminars in the morning, a Rep meeting in the afternoon and an evening program after dinner. Guest speakers were SAAC Advisory Board members Dick Smith (427 Cobra hotshoe, vintage racer and 1967 SCCA A/Production National Champion) and "Gentleman" Tom Payne (Shelby American team driver—Cobra, Daytona Coupe, Ford GT and GT350 Mustang). Friday's keynote speaker was William Jeanes, noted automotive writer whose pieces on Shelybs and GT40s graced the pages of *Car & Driver* magazine, and a principal in the legendary Bolus & Snopes Racing Team ('66 GT350). Jeanes' talk had the audience literally rolling in the aisles as he described the Bolus & Snopes effort, which was, according to all reports, 99% public relations and 1% (if that) racing.

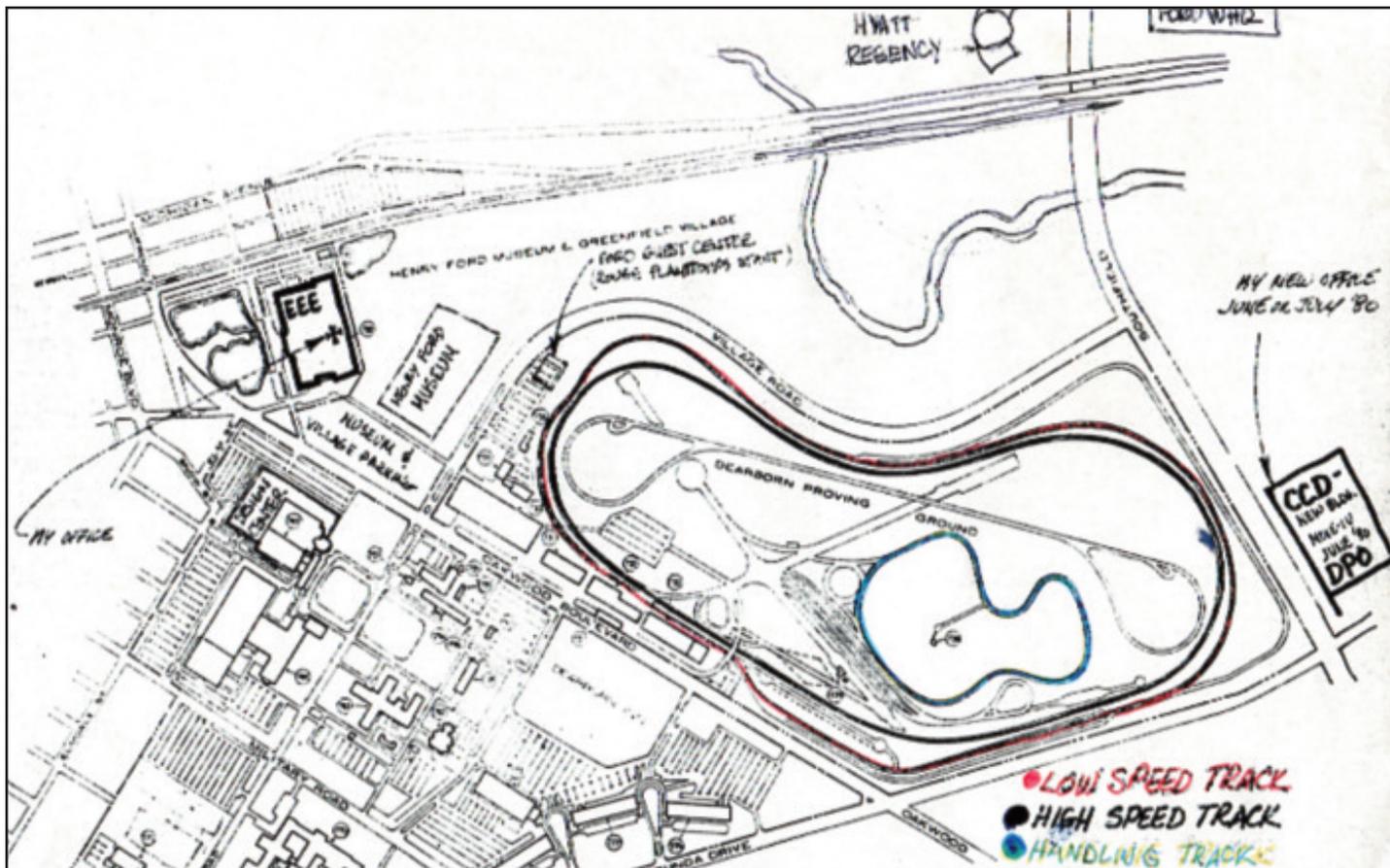
Saturday morning brought with it some serious-looking rain, and many SAAC-5 participants began writing off the much-touted high-speed event. But out at the Ford Test Track at Ulica, Mich.—about 50 miles from the hotel, the rain was subsiding and the track was beginning to dry. As reports filtered back to the hotel that cars were already out lapping the track at 120+ mph, a sense of urgency began to take hold. By midafternoon, over 100 cars, broken into groups of 10 or 15, were charging out onto the 2½-mile course. It was fourth gear all the way, and as you approached the 31° banked loops which connected the straights, no lifting of the throttle was necessary. It was just you and your redline. Passengers debarked from steaming machines with dry mouths and sweaty palms, and their eyes told the story of "How was it out there?" Many were speechless, or at least reduced to mumbling. Drivers were anxious to try it again and the time between groups seemed to take hours when it was actually minutes. Groups went out for four or five laps at a time, and at 120+ mph, 10 or 12 miles of fourth-gear redline was enough for even the strongest engines. The temperature began to climb and oil pressures began to drop. Centrifugal force kept oil to the outside of many pans in the corners and four engines fell victim. Absolute top speed was set by Dick Smith in a borrowed 427 SC Cobra. Goaded on by passenger Rick Kopec, Smith held 8000 rpm in fourth for a bit as the speedometer touched 180 mph. There's not much to say after that, except that it is incidents like this that help to put SAAC conventions in perspective. While

11

the country to guarantee that a convention in, say, St. Louis or Omaha would be a success. In those early days we were afraid to take a chance because one bad convention—or at least one that was deemed not as good as the previous one—could be the start of a downward spiral, leaving conventions as little more than small, regional meets. We needed to keep inflating the balloon, not letting the air out of it.

We had been having some contact with Ford's office of public affairs because the manager, Paul Preuss, was a performance enthusiast who had been part of Ford's GT40 effort. He remembered the excitement generated by those cars and he had a real appreciation of the Shelby connection. Ford was also dipping its big toe

back into the performance waters and Preuss was one of the pointmen. In fact, he was the one who had suggested a Dearborn location and using the Hyatt Regency. We looked at a map of the states with SAAC membership numbers and concluded that between Michigan, Ohio, Indiana, Illinois and Wisconsin there were enough members to insure a successful event. Beyond those states were an even larger number and although not all of them could be counted on attending, we used the 600-mile rule of thumb. There was a good chance that someone would be willing to drive their Shelby or Cobra that distance (about 12 hours) to attend a convention. Back in those days almost all of the cars were driven; very few people



Jeff Burgy sent us this map of Ford's Research and Engineering Center in Dearborn after our visit in mid-January. He highlighted the three proving ground tracks. He also indicated the location of the Hyatt Regency [top right] and the Ford World Headquarters building. It all looked great to us. But the devil is, as they say, in the details.

owned a trailer unless they raced.

A convention in a new location required an advanced recon of the site, so we headed to Dearborn at the end of January. It was about a ten-hour drive and when we arrived at the Hyatt Regency we were not expecting to see a 14-story black glass structure lording over the flat landscape. The first thing we did was cruise around the parking areas and were confident there was enough parking. We would later be pleasantly surprised that there wasn't and some people had to park their cars on the grass. What we especially liked was that the outer edges of the hotel's property were surrounded by a six-foot high grass berm that made it impossible for anyone driving by on the nearby highway to see into the parking lots.

We had dinner that night with Jeff Burgy and his wife. He was on the club's board of directors. He was a local, as well as a mid-level Ford engineer and his assistance was one of the reasons the convention would be so successful. Jeff suggested that we might want to take advantage of the local drag strip, Milan Raceway. That turned out to be a great idea. The next day we met with Paul Preuss and laid out our

plans for a national convention. We asked Paul if Ford had a track we could use for our high speed event. His first suggestion was Ford's proving grounds, which was within sight from the Hyatt—if you went up high enough.

The Ford Proving Grounds. That had a nice ring to it. It was comprised of three separate circuits; a low speed track, a high speed track and a smaller handling track. Best of all, it was only about a half-mile from the Hyatt. And it appeared that Ford would make it available without charge. We talked to the proving grounds supervisor, whose name Paul had given us, and described what we expected would take place. It raised several red flags with him. First off, the interior of the facility would have only enough parking for the cars that would be running on the track. And based on the number we estimated, space would be tight. We might have to split everyone up into a morning and an afternoon group.

There was another fly in the ointment: spectators would have to be bussed back and forth from the hotel on shuttle busses due to the lack of parking. We could hardly charge people for transportation, so the cost of renting shuttles would have to be

born by the club. And as Ford would be legally liable for anything that happened on their property, spectators would have to stay well back—to the point where there really wouldn't be much for them to see unless they had binoculars. Another problem was that there were likely to be prototypes parked all over the place, and Ford—like every manufacturer—was very protective about their advanced idea cars. They wouldn't be able to hide them during the time we were there, so no cameras would be allowed inside the proving grounds. We immediately envisioned ourselves as running around as the "camera police." The more we heard about the Ford Proving Grounds the less we liked it.

We roughed out a schedule and began announcing details in *The Marque* in the January/February 1980 issue. It would be a Wednesday/Thursday/Friday/Saturday event, July 2-3-4-5. On Wednesday we planned tours (one in the morning and another one in the afternoon) of Ford's styling center and the Rouge River plant. The evening program would consist of a concours Q&A session. On Thursday we scheduled more tours of the styling center and Rouge plant (they were only able to ac-

commodate about 50 people at a time). We also put them on the schedule for Friday, along with seminars about specific types of cars (Cobras, early and late Shelbys, Tigers, Bosses and Panteras running concurrently).

The parts swap was scheduled for all four days out in the parking lot. Vendors were happy they no longer had to unload their wares and cart them into the hotel, and then cart them back out to their trucks or trailers at night. In the five years since the club began, a fair number of entrepreneurs had popped up and were trying to make a living out of supplying parts—both used and new or N.O.S. Most were getting them from Ford dealers parts departments at a discount, and tacking on a little, but never as much as dealers would get at full list. We were also beginning to see reproductions of certain items which had become impossible to obtain.

In March we discussed the proving grounds' shortcomings with Paul Preuss. It had become obvious to us that there were problems we just could not resolve. He came up with another idea. Ford owned the former Packard test track in Utica, Michigan. It was a 2 1/2-mile banked oval about fifty miles northeast of Dearborn. It had not been used in years but it sounded like it would suit our needs. We asked Jeff Burgy to drive out and have a look around. He reported that there were weeds growing up through the cracks in the concrete, but there would be plenty of space for everyone. Things were starting to look up.

We also contacted Milan Raceway and found out that renting a drag strip wasn't as difficult as you might imagine—as long as the date you wanted was available. Friday afternoon and the weekend were out but Thursday afternoon was open. Rather than get involved with classes or brackets we tried to keep things simple: basically run-what-ya-brung. If you wanted to run against someone all you had to do was line up against them in the staging lane. Everyone got a time slip for every run, and they became the currency for bragging rights if a time was reasonable. Or at least lower than someone else's.

As we tried to round the convention schedule out Paul Preuss gave us the name of Mickey Matus, who was working in Ford's Motorsports Department. He was our age (mid-30s) and a performance enthusiast like us. The main difference was that he appeared to have access to anything at Ford including their newest prototypes, Ford's archives, racing programs and access to engineers. We saw him as the kid in Ford's huge candy store. However, our perception was not his reality.

other clubs may claim to include "High Speed Events" in their convention schedules, as far as SAAC is concerned, if you're not running at over 150 mph, it's not really a high-speed event. But it's almost one. . . .

Saturday evening's banquet was followed by an evening of the most entertaining and informative guest speakers ever to grace the podium at any convention. Among them were Bob Negstadt, Shelby American engineer who was responsible for the actual design of the 427 Cobra. Negstadt now works for Ford, and his recollections of the birth of the 427 Cobra provided everyone with new and most interesting information. Also present was engineer Klaus Arning, the man who designed, among other things, the Ford GT suspension, the experimental Mustang Independent rear suspension and the GT350 suspension. Team driver Bob Johnson also offered some wisdom gained during his stint as a Cobra driver. Johnson recalled that at one point, he was offered a Daytona Coupe and three truckloads of spare parts by Carroll Shelby for \$3,500. "What in the hell would I want one of those for?" was his reply.

Ford's current and future plans in the area of performance were highlighted by Special Productions Chief Mickey Matus and Gary Kohs, whose marketing corporation also is deeply involved with Ford performance programs. They outlined some directions that the blue FORD oval will be taking. Current race driver Lynn St. James also spoke and

surprised more than a few members with her exploits behind the wheel, among them some LeMans experience.

The keynote speaker was Walter Hayes, Ford Vice President of Public Relations. When word spread through the automotive press a few months ago that the top P.R. slot was being taken over by Hayes, opinions changed and the word *performance* began to find its way back into print. No lightweight, Hayes was previously chief of Ford of Great Britain, and among the projects that he oversaw were the Lotus Cortina, Escort rally teams and the Ford Cosworth racing engines that have dominated Formula One for almost as long as anyone can recall. And also a little something called the Ford GT. The man has more performance credentials than a 427 Cobra has power. His remarks were light and thoroughly enjoyed by everyone in attendance. Most expected an attempt to "sell" the 1980s to a group that was singularly caught in the 1960s, but no such line was attempted. In fact, Hayes' most remembered remark was something to the effect that no matter how many valves or cylinders you have, it is cubic inches that count. The measure of a man as well as of a car is always in inches.

SAAC-5 was one of those experiences that you wish could have gone on forever. They are rare, but they come along with enough regularity that you don't lose interest in life. If you weren't there, well, you weren't there.



The weather was perfect and the roads surrounding the hotel were made for cruisin', so there weren't too many Cobras in the lot at one time. But there were a bunch of 'em there. Gone are the days (of small conventions) when it was possible to physically count every car. All we can do now is estimate.



If your tastes ran toward the more aesthetic, Ed Gullett, SAAC member and artist supreme, had a table full of color illustrations. These were hard to pass up.



And if you wanted an original illustration of your car, you could have had that at Dearborn, too.

12

THE SHELBY AMERICAN

We made a list of everything we could think of, figuring that we'd never get it all but if we only scored a couple, they would be home runs for us. The list we sent to Matus included tours of Ford's styling center, the Rouge plant and McLaren Racing. We envisioned groups of, maybe, 50 at a time scheduled in the morning and afternoon from Wednesday through Friday. We also put the Henry Ford Museum/Greenfield Village on the list, asking about special discounted admission and maybe a special display out of public view which would include the LeMans-winning MK IV, the original Mustang I show car and a handful of other cars the museum had

which were in storage. We also asked for a special Ford Motorsport display that could be set up at the hotel on Wednesday and left in place until Friday afternoon. It would include Ford's show cars and concept cars as well as some current racing cars. We also asked about borrowing 16mm films from Ford's archives, among them "Progress in Total Performance," "Return to LeMans," "No Margin For Error—Competitive Edge," and "Ford Flat Out." Naturally we would also need a projector.

We had high hopes and even described some of these activities in pre-convention information we printed. Matus eventually got back to us, probably postponing the

news because it wasn't good. We were turned down for everything. We weren't sure if we had simply asked for too much, if they had overestimated their ability to provide assistance, or if they were afraid to provide too much because they might then be inundated by the dozens and dozens of other Ford clubs—and there was a club for just about every model Ford ever made from Edsels to Falcons, Rancheros to Woodies, Model As to early Thunderbirds. SAAC was one of the largest enthusiast organization but that wouldn't mean anything to a 50-member Retractable Hardtop club who would feel snubbed if Ford didn't help them out the way they helped SAAC. In making us happy Ford was likely to cause hard feelings with the other clubs. A win for us wasn't exactly a win for them.

We also approached Paul Preuss with a list of potential guest speakers. This was really more than a request for these people to join us. We knew that Ford would pick up their hotel expenses and maybe even travel costs if they had to come from any distance. Ford had deep pockets. On our long list were Homer Perry (one of the top liaisons between Ford and the GT40 teams); Jacques Passano (Ford's director of racing); Klaus Arning (the engineer who designed the Ford GT's suspension); Fran Hernandez (the Trans-Am boss); Ron Fournier (Kar Kraft); Joe Farkas (the Ford GT program). Our list also included Carroll Shelby, Al Dowd, Dan Gurney, Bob Johnson, Ed Lowther and Dan Gerber because we hoped an invitation from Ford would include picking up some of their travel and hotel expenses. We didn't have a budget for that.

By May we had a much cleared picture of what the Dearborn convention would look like. We were able to get Milan Raceway for drag racing on Thursday afternoon. And we also scored the Utica test track for Saturday. Other convention activities included the always-popular seminars, a popular vote and concours car show, an outdoor swap meet that ran through the entire four days, and evening programs on Friday and Saturday filled the schedule's open spaces.

Paul Preuss suggested Walter Hayes as our keynote speaker. He was Ford's Vice President of Public Affairs and he had previously been chief of Ford of Great Britain where he was head of the Lotus Cortina program, Ford-Cosworth Formula 1 engine program, and Escort rallye teams. Oh, and he had played an integral part in the GT40 program. Also speaking were suspension engineers Klaus Arning and Bob Negstadt and Cobra team driver Bob Johnson (the first of many conventions he



Depending on who you talk to, this photo shows either Dick Smith inviting Rick Kopec for a quick lap in Jerry Clark's 427SC, which he was "borrowing" for a quick lap—or, Rick Kopec inviting himself for a quick lap. Whichever you believe, the outcome was the same—Smith nudges the blue bullet to 8,000 rpms, which computes to be about 180 mph. After the ride, Kopec was overheard to say: "Not bad, Smith—but why were you holding back?" Such gratitude.



While GMC superchargers weren't exactly common, there were a few around. These two Mustang Street Freaks were exceptionally clean and crisp.



VOL. 5 NO. 4

13

would attend). Ford also got us the then-current Ford driver, Lynn St. James.

By the time we rolled into the Hyatt Regency on Wednesday we were as pumped as we've ever been just prior to a convention. We were there a full day early and there were already dozens of cars sprinkled around the parking lot. We checked into the hotel and could not wait to get into one of those glass elevators. Our room was pretty high up. The hotel had given us a room for registration which was on the second floor, along a balcony overlooking the registration desk.

A word, here, about registration. Back in those early days of the club we operated

on the several assumptions which would be proven erroneous by the next time we got back to Dearborn (SAAC-8 in 1983). We assumed that almost everyone who attended the convention was a SAAC member. After all, who would come to another club's convention? We also assumed that everyone who attended the convention paid the registration fee—either in advance or when they arrived. So we didn't see any problem with the registration room they gave us to use. It was difficult to find even though we had signs with arrows, which the hotel's cleaning staff removed almost as soon as they were taped up. When someone got to the hotel they

first checked into their room and second checked out the parking lot. A lot never saw our registration area.

Among the things we brought was a bullhorn. We thought it would be useful during the open track, as the track at Utica did not have a public address system. Back in those early days we also had not learned to "read" Carroll Shelby. We invited him to the convention and he said "I'll try to make it." We took that as a confirmation and in several communications with club members we said that Shelby would likely be there. On Thursday morning we got a call from Shelby. It was the first time we had received one of those and you have no idea how special it made us feel. Until, that is, he got to the point of the call. He regretted that he would not be able to make the convention. We put on a good face and made a comment about, "maybe next year."

Word out in the parking lot was spreading quickly that Shelby was expected. In a burst of unthinking excitement and with a devilish twinkle in his eye, Howard Pardee grabbed the bullhorn and stuck it out the registration room's door and announced: "Carroll Shelby - please report to the registration desk. Carroll Shelby - please report to the registration desk."

About two hundred convention attendees suddenly materialized and began milling around the hotel's lobby and registration area. Every time the revolving door moved all heads turned, expecting to see Carroll Shelby walk in. Finally we told Pardee he better do something to disperse those people. He cracked the door, stuck the bullhorn out and made another announcement: "Carroll Shelby - please report to the parking lot. Carroll Shelby - please report to the parking lot." Within seconds the lobby was like a ghost town.

Thursday was car show day, with a popular vote show as well as a judged concours. Back then the concours show was only a mere shadow of what it is today. In 1980 we were still feeling our way around and trying to gather enough information which would permit the formulation of an understandable and equitable set of rules. That would not happen for a couple of more years. The popular vote car show was much the same as it's always been. The classes continually change, based on the show committee's expectation of the cars which would be entered. This was not always a perfect science but unless we went to a strict show pre-registration it was the best it would get. And that wasn't bad.

The seminars were wrapped up early because most people were heading out to

SAAC-5 TROPHY WINNERS	
<b>CONCOURS</b>	
<b>1965 GT350</b>	
1st—Dean Dennis, Pauling, NY	
2nd—Lee Swander, Dearborn, MI	
3rd—Leonard Cozoc, Silver Springs, MD	
<b>1966 GT350</b>	
1st—Norm Ruby, Lathrup Village, WA	
2nd—Bill Meyer, Chicago, IL	
3rd—Lou Dahoda, Waterford, NY	
<b>1966 GT350H</b>	
1st—Philip Branch, Mason, GA	
2nd—Davis Lipombe, Richmond, VA	
3rd—Greg Garton, Rock Island, IL	
<b>1967 GT350</b>	
1st—Hunt Palmer-Bell, Louisville, KY	
2nd—Stirling Bull, Alexandria, VA	
3rd—Bob Perkins, Milwaukee, WI	
<b>1967 GT500</b>	
1st—James Gillem, Lawrenceburg, IN	
2nd—Floyd Newson, Rolling, WI	
3rd—John Stewart, Melindine, MI	
<b>1968 GT350</b>	
1st—Gerard Korn, Long Island, NY	
2nd—Thomas O'Dell, E. Alton, IL	
3rd—Elby Lewis, Suzetki, VA	
<b>1968 GT500</b>	
1st—Toby Gony, Brian, OH	
2nd—John South, Chantock, GA	
3rd—Bernard Zolis, Strongsville, OH	
<b>1968 GT500KR</b>	
1st—Lamar Allen, Cleveland, GA	
2nd—Jerry Cookson, Quincy, IL	
3rd—John Kachigian, W. Bloomfield, MI	
4th—Paul Spork, Stoughton, WI	
<b>1969 GT350</b>	
1st—Drexel Boston, Thomaston, GA	
<b>1969 GT500</b>	
1st—Tom Brandon, Stone Mountain, GA	
2nd—George & Debbie Stewart, Hill, Canada	
3rd—Joe Mitchell, Indiantonic, FL	
<b>1970 GT350</b>	
1st—Jim Wicks, Vinita, OK	
<b>1970 GT500</b>	
1st—Kerry McMahon, Des Plaines, IL	
2nd—Bill Frederick, Troy, MI	
<b>289 COBRA</b>	
1st—John Wright, Grafton, OH	
2nd—Steve Wolfe, Dearborn, MI	
3rd—Lee Abramsohn, Des Moines, IA	
<b>427 COBRA</b>	
1st—Garnie Moore, Nowata, OK	
2nd—Dean Gilbert, Dearborn, MI	
3rd—Lee MacMillan, Detroit, MI	
<b>TIGER</b>	
1st—Wally Swift, Beltsville, MD	
<b>PANTERA</b>	
1st—Rick Schanz, Allen Park, MI	
2nd—Groni Martin, Dearborn, MI	
3rd—Pete Lemlin, Detroit, MI	
<b>BOSS MUSTANG</b>	
1st—Joe Flowers, Columbia Station, OH (Boss 429)	
2nd—John Cross, Northville, MI (Boss 302)	
3rd—Randy Bramwell, Anderson, IN (Boss 302)	
<b>POPULAR VOTE</b>	
<b>1965 GT350</b>	
1st—David Fawcetts, Fort Worth, TX	
2nd—Rich Finkle, Paterson, NJ	
3rd—Paul Peck, Seattle, WA	
<b>1966 GT350</b>	
1st—Mark Hamilton, San Jose, CA	
2nd—Clifford Hamback, Vinita, OK	
3rd—Larry Garcia, Wakeley, MA	
4th—Jim Bises, Austin, TX	
<b>1966 GT350H</b>	
1st—Bud Yingling, Hanover, PA	
2nd—Al Brandon, St. Louis, MO	
3rd—Paul Holman, Plymouth, MI	
4th—Gary Bassett, Leontis, MI	
<b>1967 GT350</b>	
1st—Gary Bassett, Livonia, MI	
2nd—Norm Hoag, Canton, MI	
3rd—Al Page, Plymouth, MI	
<b>1967 GT500</b>	
1st—Gary Burns, Garden City, MI	
2nd—Dave McCumb, Northville, MI	
3rd—Quinton McIntyre, Troy, NC	
4th—Victor Brown, Dayton, OH	
<b>1968 GT350</b>	
1st—Pete Gilze, Milwaukee, WI	
2nd—John Barnes, Ballston, NY	
3rd—Mark Corcor, Dearborn, MI	



This photo could have been taken back in 1966, because many Hertz GT350s were rented on Sundays for some drag race activity. Not that many current owners like to think about that. . . .

14

THE SHELBY AMERICAN

Milan Raceway to either participate in some old fashioned heads-up drag racing or watching it. This proved to be a very popular diversion. There were probably a hundred cars filling the staging lanes, and then blasting off two at a time. The quarter-mile gladiators kept at it until the sun went down. It was hard to tell who had the more enjoyable time: the drivers or the spectators.

When the tire smoke finally cleared, the best story at the drag strip was when Cobra driver Richie Maccaganno's clutch exploded during a banzai run, throwing a fist-sized chunk of flywheel through the

cowl, ripping a jagged hole just forward of the windshield. Other, smaller pieces of shrapnel, peppered the transmission tunnel and the inner fender panels. One piece just missed severing the brake and fuel lines, which would have provided a chilling sight: a Cobra without brakes running off the end of the strip on fire. Thankfully, that never happened.

On Friday morning the schedule called for seminars in the morning, and a special meeting for SAAC Reps in the afternoon. The swap meet going on in the parking lot acted like a magnet. Vendors displayed their wares on the asphalt and

people wandered up and down the long rows, stepping over blocks, heads, intake manifolds, aluminum oil pans and valve covers. Back then this stuff was taken for granted; today it would result in double-takes and dry mouths.

Everyone was on their own for dinner. The Hyatt had several excellent restaurants and several others were sprinkled around the mall that abutted the Hyatt's property. The mall was accessible by an overhead tram that stopped at the hotel.

The Friday evening program was attended by about 900 people. The speakers were Dick Smith, the original owner of a 427 S/C (which he still owned) and 1967 SCCA A/Production national champion who was now campaigning his car in vintage races and "Gentleman" Tom Payne, a former Cobra team driver and one of the independents who led the ranks of Cobras in national SCCA events and USRRC races. Payne partnered up with Cobra and GT350 racer Dan Gerber to open Gerber-Payne Ford in Fremont, Michigan. At one time, Payne ran for U.S. Congress. The keynote speaker was William Jeanes, an advertising copy writer and well-known automotive journalist whose work regularly appeared in the pages of *Car and Driver* magazine. His articles about Ford GT40s were among the best ever written about those cars and his article on the 1965 GT350, "Everyman's Real Racer," was the first major article to put these cars in a historical context, a bare ten years after they had been introduced. Aside from SAAC members, Jeanie was one of the only ones to realize that the Shelby GT350s were historically significant cars. His dry-ball sense of humor and wry use of descriptive adjectives made listening to him informative as well as enjoyable. Jeanie was one of the principals of the legendary Bolus and Snopes racing team that campaigned a former GT350 Hertz car in SCCA endurance racing. The racing team was little more than an excuse to party and Jeanie's skillful public relations efforts had the intentional affect of ginning up the team's notoriety to the point where it's actual racing record was virtually unknown.

After the speakers, we shifted into the door prize drawings. For many local regions, the door prizes were one of the high points of the entire event. Those who put on the meet were like politicians between elections, constantly working the phones for donations. They hit on everyone they could think of, beginning with local Mustang and Shelby parts and services businesses and then working their way up the food chain to larger and larger businesses. Occasionally they would get to the right

<p><b>1966 GT350</b> 1st—Bill Imbrock, Hamlet, OH 2nd—Gordon Dunn, Toronto, Ontario, Canada 3rd—Jim Fittz, Cincinnati, OH</p> <p><b>1966 GT500KR</b> 1st—Mike Rasmussen, Plymouth, MI 2nd—Dave Collins, Youngstown, OH 3rd—Bill Lambert, Solihull, OH 4th—Ernest DeVincent, Acacia, MA</p> <p><b>1969 GT350</b> 1st—John Burns, Solon, OH 2nd—Ken Mack, Ypsilanti, MI 3rd—Vincent Lisak, Iselin, NJ 4th—Clay Stroup, Almont, MI</p> <p><b>1969 GT500</b> 1st—Ed Shaw, Somerset, NJ 2nd—Richard Soules, Groves, IL 3rd—Scott Salzwedel, Lake Forest, IL</p> <p><b>1970 GT350</b> 1st—Dick Depner, Ottawa Lake, MI 2nd—Scott Salzwedel, Lake Forest, IL 3rd—Tom Lassy, North Olmstead, OH</p> <p><b>1970 GT500</b> 1st—Lorris St. Amant, Duluth, MN 2nd—Dave Azima, Weyhoff, NJ 3rd—Ron Rogosko, St. Elmo, IL</p> <p><b>200 COBRA</b> 1st—Bert Levy, Beechwood, OH 2nd—Richard Brubaker, Green Castle, PA 3rd—Ron Baumhauer, Knoxville, IA</p> <p><b>427 COBRA</b> 1st—John Willets, Ft. Lauderdale, FL 2nd—Wayne Curry, Edwardsville, IL 3rd—Nico Turner, Ann Arbor, MI 4th—Thomson Loomis, Pawton, NJ</p> <p><b>TIGER</b> 1st—Bruce Paul, Milwaukee, WI 2nd—Larry Merman, Turkey, IL 3rd—Andy Hottel, Baltimore, MD</p> <p><b>PANTERA</b> 1st—Malvin Herzfeld, Detroit, MI 2nd—Don Walz, Poughkeepsie, NY 3rd—Louis Santanetta, Springfield, MA</p> <p><b>800S MUSTANG</b> 1st—Dale Mathis, Dalton, GA (Boss 302) 2nd—Joe Flowers, Columbia Sta., OH (Boss 429) 3rd—Herb Sonzell, Ferguson, MO (Boss 302) 4th—Dane Miller, Syracuse, NY (Boss 429)</p>	<p><b>'68-'68 MUSTANG</b> 1st—Richard Jones, Plymouth, MI 2nd—John Hill, Plymouth, MI 3rd—Pat Orland, Syracuse, NY 4th—Robert Lamb, Muzelle, GA</p> <p><b>'67-'68 MUSTANG</b> 1st—Greg Coombs, Mt. Clemens, MI 2nd—Dei Kaufman, Portland, OR 3rd—Stanley Parkowski, Nagsatuck, CT</p> <p><b>'69-'70 MUSTANG</b> 1st—Jim Kinrade, Toronto, Ontario, Canada 2nd—Walter Buck, Columbus, Ohio 3rd—Larry Sussner, Waltham, MA</p> <p><b>'71-'73 MUSTANG</b> 1st—Phil Jacobs, Bonley, MI 2nd—Steven Leggett, Royal Oak, MI 3rd—Bill Knopp, Dearborn, MI</p> <p><b>SPECIAL INTEREST</b> 1st—Tim Buck, Dayton, OH (80 Fairmont) 2nd—Joseph Macredon, Allen Park, MI (87 Cougar) 3rd—Lynn Kermansen, Mt. Clemens, MI (87 Cutlass) 4th—Stan Dumel, Des Moines, IA (84 Galaxia)</p> <p><b>EXOTIC SPECIAL INTEREST</b> 1st—Steve Wall, Ypsilanti, MI (57 T Bird) 2nd—Fandy Hartigan, Deep River, MD (ERA Cobra Rep.) 3rd—Gary Courtnay, Wolcott, CT (Griffin)</p> <p><b>COMPETITION SHELBY/COBRA</b> 1st—Jerry Clark, Phoenix, AZ (427 Cobra SC) 2nd—Mike Gaffney, Bloomington, IL (GT350-R Model)</p> <p><b>LONG DISTANCE AWARDS</b> <b>LONGEST DISTANCE TRAVELED</b> Bruce Armstrong, Australia Alex Copard, Australia Gerhard Rosen, West Germany Stephan Inzer, West Germany Hans Joachim Ace, West Germany Hans Knop, West Germany Sveve Hichana, France Eric Barfield, England Don Johnson, England</p> <p><b>LONGEST DISTANCE DRIVEN</b> Paul Peck, Seattle, WA—85 GT350 Lee Peterson, Oak Harbor, WA—88 Shelby Bill Brouillard, Ft. Angeles, WA—87 GT350</p> <p><b>CARROLL SHELBY AWARD FOR BEST SHELBY</b> LAMAR ALLEN, Cowlesland, GA (60 GT500KR)</p> <p><b>CARROLL SHELBY AWARD FOR BEST COBRA</b> JOHN WRIGHT, Grafton, OH (288)</p>
--	---



If you've been to a drag strip lately, you'll notice that Fords are few and far between. Not so at Milan on July 2nd. It was like a Ford parade; there wasn't a Chevy within 100 miles.

VOL. 5 NO. 4

15

person at the right time and were rewarded by a set of Goodyear tires or five cases of racing motor oil. We had stayed away from this for two reasons. One was that we wanted to leave something unique to the regions who, in putting on their events, often looked to the national for ideas and ended up mimicking us. If it worked for us, they figured it would work for them. And it usually did, although on a lesser scale.

The second reason we backed away from door prizes was because our evening programs were much larger than those at regional events. The thought of watching 750 or 1,000 people in the audience, listen-

ing to someone at the podium calling out the six-digit numbers printed on those rolls of two-part tickets, and then parading up to the stage to get a pair of Mustang taillight bezels or a weatherstripping kit for a Fairlane made us practically break out in hives. We'd spoken to the owners of parts businesses who all told us they dreaded getting the solicitation phone call because they felt they couldn't say "No." To do so would, they feared, brand them as non-supporters of the club and leave them open to whispered, backhanded comments of "cheapskate" or "skinflint." But when they did agree to provide something for one region, they found themselves moved

to the top of the future donor list for almost every region (they all talked among themselves) and their good deed backfired on them.

Even though we had decided to stay away from door prizes, we received—unsolicited—a set of Goodyear Wingfoots. One thing led to another and, before we knew it, we were doing the very thing we said we wouldn't do. And just as the vendors had told us, they were afraid to say "No" to, especially to the national club. The result was that we got things that, as one dealer had described them, "had a birthday on his shelves." These were parts that they couldn't sell, so they were happy to donate them and take a tax write-off. And we got stuff prizes that nobody really wanted. Not exactly a win-win situation.

By the end of the evening babies were crying, people were walking out and we sensed that we were losing control of the program. To speed things along we began ganging the awards. Someone had donated a dozen t-shirts, thinking they would go to a dozen "winners" and his company's name would be repeated a dozen times, thus providing plenty of publicity. We pulled one ticket and gave the winner 12 t-shirts. This went over like a lead balloon with the vendor. Before too many people left we gave away the tires and a few other "major" awards.

By about 11 o'clock the evening program wrapped up but when convention participants got outside for one last walk through the parking lot, many were reinvigorated. It was July 4th so, of course, someone produced some fireworks. The unmistakable sound of a high-winding Hi-Po engine could be heard out on the other side of the grassy knoll that separated the hotel's lot from the highway. It attracted convention attendees like moths to a flame. It wasn't long before almost a thousand people were standing, shoulder to shoulder, on the grassy berm as car after car headed out of the Hyatt's parking lot and found its way onto the highway. As each car blasted through the gears past the crowd, it erupted in cheers.

Coolers of beer were carried from cars in the parking lot, and it wasn't too long before a few bottle rockets made their appearance. They were fired at Corvettes and Cameras unlucky enough to be passing by the Hyatt. The fun was shortlived. A dozen Dearborn police cars materialized, red and blue lights twirling. The SAAC directors were tracked down (in their hotel rooms) by the chief of police. He was clearly not wearing his public relations hat. He described what was going on outside as the beginnings of a riot and gave us an alter-



'66 Mustang Trans-Am car, originally driven by Tom Yeager and Bob Johnson, was recently purchased as a basket case by Wayne Conover. By Dearborn, it looked as if it was put into storage in 1966 and taken out the day before the convention. Yeager and Johnson attended and, no doubt, had some memories brought back.



427 Cobra engineer Bob Negstadt waves around the computer printouts for the 427 suspension and chassis as he speaks about his part in the project. This action had avid literature collectors swaying back and forth in time with the papers, mesmerized much like Cobras swaying with a snakecharmer.



The remarks of keynote speaker Walter Hayes, Ford Vice President of Public Relations, were most memorable and left everyone with the feeling that someone "up there" cares as much for what was as what is and what will be. To be sure, Ford will never see another performance era like the 1960s, but neither will it be forgotten.



Concours participants' cars were lined up on the lawn for judging. Quality of cars couldn't have been higher; after all, it was a national convention. Surprisingly, many original cars were represented.

16

THE SHELBY AMERICAN

native: either we got the crowd dispersed immediately or he would call out the Swat Team, accompanied by police dogs. We wasted no time deciding.

When stories about SAAC-5 are told, the "bottle rockets being shot at Corvettes" episode usually figures prominently. And it is almost always embellished to the point where the saga is unrecognizable to those who were there. While there is a touch of fact at the core, this has become one of the SAAC urban legends that contributes to the pedestal that SAAC-5 has been placed on in the pantheon of conventions.

Saturday was open track day and the weather was not favorable. There was in-

termittent rain, heavy at times, and a lot of people were writing off the track. It looked like the day will be spent in the swap meet. But in Utica, about 50 miles away, the rain had stopped and the track was beginning to dry off. Word began to filter back to the Hyatt Regency that the track was dry and cars were already running. A migration began.

The Utica test track was a 2 1/2-mile concrete oval, about four lanes wide, and 31° banking at both ends. It had been built in the 1930s by the Packard Motor Company for testing and although presently owned by Ford, it hadn't seen any serious use in years. There were guard rails

around the outside but nothing on the inside. The track just stopped and tall grass took over. Everyone not running on the track parked in a field outside the track and everyone who was running was directed to park on the inside.

The first thing we needed to do was to decide how we would configure the track. Should we run clockwise or counter-clockwise? Before we made a decision, we decided to ask an expert. Bob Bondurant was one of our guests. He was in town at the behest of the Ford Motor Company and was serving as one of their performance advisors. He advised us to run the track clockwise, because that would allow the drivers to see farther ahead when they went into the banked turn. It made sense to us. Somebody have him the keys to their Aurora Cobra and he made a few test laps at speed. He came into the center of the track and gave everyone the thumbs-up.

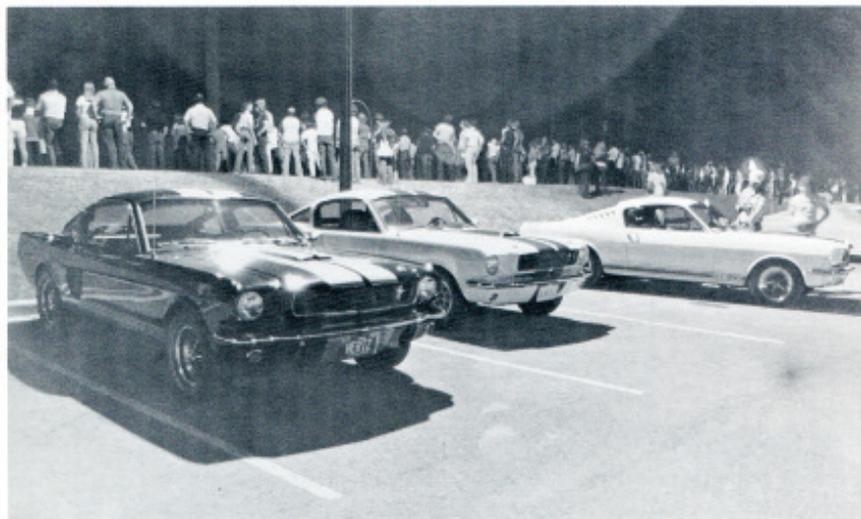
Run groups of about 15 cars had been organized with passengers permitted. Groups were flagged off for five-lap sessions. Passing was allowed on the two straights but not on the turns. In hindsight with the experience of running about thirty open tracks since Utica, this place was a horrendous accident waiting to happen. Fortunately, aside from a blown engine here and there, there were no incidents of any kind. But there certainly could have been. Spectators at the outside edge of the track found that they could see very little, except when the cars were whizzing past them. So they started running across the track between cars. Cars that were doing over 100 mph. Trying to stop them was like herding baby chicks. As soon as we stopped some, others would pop up 50 feet away and dash across. The Ford employee who was overall in charge, introduced to us as the track's supervisor, took one look at what was going on and promptly disappeared.

By the end of the day people began filtering back to the Hyatt. A sit-down dinner was followed by a series of guest speakers who proved to be both informative and entertaining. Bob Negstadt was a chassis and suspension engineer and he was the one tapped to design the suspension for the coil spring Cobra. He had also worked on the Ford GT40 suspension. His supervisor, Klaus Arnon, also spoke. He designed the Mustang independent rear suspension that never saw production. His work on the Ford Gus was one of the first uses of a computer for suspension design. Bob Johnson recalled being offered a Cobra Daytona Coupe and three truckloads of spares by Shelby for \$3,500. He turned Shelby down, flat. It was a stunning confession.

SAAC Director Ken Young was in charge of the swap meet area and, as such, nothing escaped his eye. His main responsibility was to help latecomers find a spot—and also to break up fistfights between vendors. He is pictured here (C) listing all of the reasons why he needs almost all of the parts laying on the ground in front of him. District Rep Coordinator Dirk Gasterland (R) lends a sympathetic ear, and Ken's wife, Shirley (L), is mentally going over all of the reasons why he can't have any of the things on the ground in front of him. Needless to say, Young left the swap area empty-handed, but with enough cash to get home and even pay some bills.



If you were in need—I mean, if you absolutely had to have—a 300 mph Holman & Moody speedometer, you could have taken it home from Dearborn.



A crowd of about a thousand adjourned to the back lawn after Friday evening's program to watch the "speed event" that unfolded on the freeway behind the hotel. Convention participants took turns blasting by in their cars, leaving a wake of cheers and applause. Fireworks were introduced into the equation, it being the Fourth of July and all, and before too long, nickel rockets were bouncing off of Corvettes and Camaros that happened into Ford Country. Next time, they'll know better. . . .

VOL. 5 NO. 4

17

The keynote speaker was Walter Hayes. He spoke with a great deal of authority and touched on Ford's desire to get back into performance, but probably not in the way they had in the 1960s. This was good news and better news. It was good news that Ford was still interested in performance and after the drought of the later 1970s it would only be a matter of time before they unlocked the secret that would allow the combination of horsepower which could meet Federally-mandated emissions levels. The better news was that it wasn't likely the new definition of performance would overshadow the Cobras and Shelby Mustangs of the 1960s. They

would still be high water marks.

We left this convention with a good feeling. Ford was likely to be a strong future ally—as long as we didn't try to squeeze them too hard and scare them away. We had to demonstrate that there was something in it for them. And as long as we could cultivate people within the company like Paul Preuss we would be in a good position. If they were about to start marketing performance, SAAC would be a natural to assist them. At this point we had no idea where SAAC-6 would be, but it would probably be in California.




**Jerry Clark's 457 SC (above) was shared by both Jerry and Dick Smith. Smith's own 427 Competition car also showed at Daytona at 190+ mph, so he had what you might call high-speed experience.**

**Joey Flowers of Columbia Station, Ohio, received a moment of his trip to Dearborn from the Dearborn Police. Flowers, in his supercharged Boss 429, was cited Wednesday evening for doing 160 mph in a 45 mph zone. License plate says "DEBOSS," and he was—until he was caught by "DELAU."**



**John Furner, the Pride of Cincinnati, took the local television conversation around the Ford Test Track at almost triple the national speed limit. He was also interviewed while he was driving, and the whole episode was broadcast at 6 and 11 P.M.**

18 THE SHELBY AMERICAN



**After a night of hurling verbal brickbats at every GT300 owner within earshot, Rick Kopco was forced to get his right foot where his mouth was on Thursday afternoon. The Weber-equipped '68 GT390 was driven out from Connecticut and was in perfect form. Here, Kopco catches Canadian Rep Ford Durso napping. Durso later mentioned that it wasn't easy driving, shifting and talking into his doors all at the same time....**



**Wayne Carry could have spent the rest of his life giving rides in his 427 Coors. Car was a snail to the 150 mph area. Note front license plate; they were designed to flatter out at speeds over 50 mph to let more air into the mouth.**



**Ford Test Track was in the town of Ulica, which was in Shelby County. Ah, yes.... The Shelby Car Wash did a booming business on Saturday—however, they didn't get too many wash jobs. But there was plenty of traffic through their lot.**

VOL. 5 NO. 4 19



**There was no shortage of Tigers in Dearborn. Everyone seemed to be "LAT conscious."**



**Rare birds? How about a Cross Boss dual quad manifold or an Astro in line manifold—both using a Cobra waterneck.**



**Trick Panthers display featured engines and transaxle. And if you were interested in a little monogrammed Panther luggage....**



**"... which is why they call it the "Hard Luck Award".... Richie Maccagnano drove his 289 Cobra from Massachusetts. He experienced a slight problem out at the strip when his pressure plate exploded during an 8,900 rpm shift. Rich wasn't injured, fortunately, but his Cobra was, unfortunately. Within an hour, the transmission was removed and all debris was extracted. Frame required shoving and wiring had to be spliced, but the Cobra was rendered driveable and the next day he left for home.**



**Carm Bertz was on the scene, representing Hot Rod magazine. He took about two dozen rolls of film. Watch for bits and pieces to turn up in the future.**

20 THE SHELBY AMERICAN



**Just checking to see who's the REAL Boss....**



**The GT500Rs were built for the drag strip, and a good number showed up to carry on the heritage. Blinding up the brakes and making the rear end creep is something that only a big block can do "right."**



**Maccagnano's crippled Cobra attracted attention. There was a moral to the story....**



**If he could cut a 150 on the streets of Dearborn, the quarter mile was a piece of cake for Joey Flowers. But without those flashing red lights behind you, it's just not the same....**

22 THE SHELBY AMERICAN

# SAAC-10

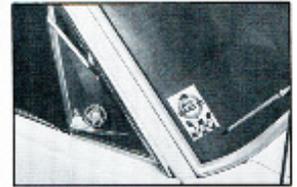
## WE MAKE IT THROUGH TEN YEARS! WHO WOULD OF THOUGHT?

— Rick Kopec

**W**e had never given any thought to anniversaries of the club. Truth be known, we were always too busy planning the next whatever-it-was: the next magazine, the next convention, the next special project. There was just no time for us to stop and reflect on what the club had become or where it was going. The future? For us, the future was tomorrow. We didn't have time to think too much beyond that. It didn't hit us until we were sketching out the SAAC-10 convention logo. Ten years! Where did the time go?

Having been to California the previous year, it was time to rotate back to the East Coast. We did a quick check of membership demographics and—no big surprise—found that a majority of SAAC members were still in a triangle, roughly from Boston to Detroit to Washington D.C. Anywhere inside that area would be a good place for the next convention, and the closer to the center, the better as far as participation would be concerned.

Three years earlier we had used the Americana Resort in Great Gorge as the convention headquarters and there



The Badge of Courage, SAAC-10 club sticker, when displayed on the windshield of a car entered in the following day's concours, permitted judges to overlook any dirt, oil or road grime which might otherwise lose the owner points.

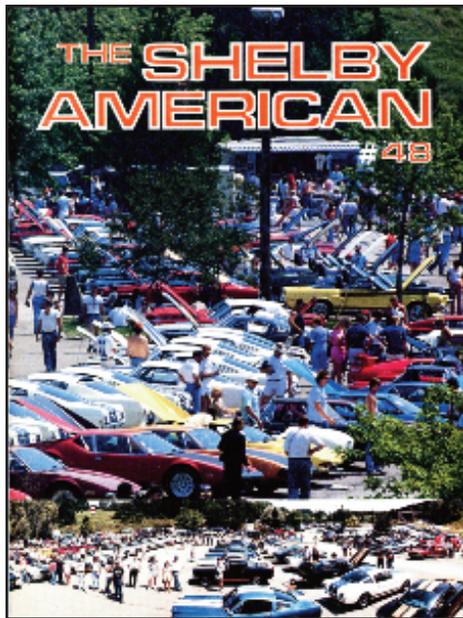


SAAC-10 is now history but if you were there you went home with three days worth of memories of good times, terrific people and oh, those cars! By all accounts, SAAC's tenth annual national convention was a tremendous success. The convention steering committee arrived around noon on Wednesday and there were already dozens of cars in the lot. By Thursday morning, a steady stream of cars and people were winding into the Americana Hotel and Resort. The parts swap area was abuzz (as usual) and by Thursday evening there were several hundred people attending the evening's technical seminars.

The track's pit area was used as the assembly point for the cars that were running, and just about anything you could think of was: Cobras, Shelybs, Boats, Panteras, Mustangs of every flavor and even a Griffith and a Marquise or two. Not to mention the NASCAR stocker, the Falcon A/Steak race and a few other interesting rides.



Friday was open track day and everyone who chose to make the two hour trip wasn't disappointed. The weather couldn't have been better—sunny, breezy and in the high 70s. More than 100 cars went through tech inspection and out onto the track. Pucenol's tri-oval was used (with one down the gears/up the gears citizen) and it allowed anyone to go as fast as they wanted. That translates to 130+ MPH for Shelybs and 160+ for Cobras.

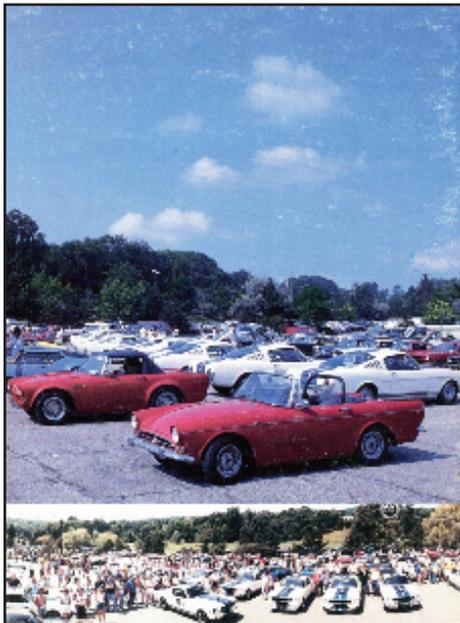


were't many complaints. We would need a track this time, because it was obvious that a high speed event had become a very important part of our national conventions. The Northeast still wasn't like California, where club members had special "track cars" that they only used for on-track events. Back east, owners usually had to make due with the car they owned: they drove it to the convention; pumped up the tires, topped off the oil and checked the brake fluid before heading out onto the track. Then they drove it back to the hotel, found a hose and gave it a wash job, and it was ready for the car show the next day.

Going back to a hotel we had already used at a previous convention was a double-edged sword. On one hand, we had already been there and we knew the pros and cons. The second time around really is easier. We know what they can do and what they can't do, so we don't have to waste any time going down dead ends. And if something didn't work out the way we had hoped the last time, we can make some changes in advance. So on the whole, we like to go back to a place where we've already been.

The downside is that if the facility was lacking in some aspects, chances are it will still be lacking the second time around. Location, for example. If the hotel was difficult to get to in 1980, that wasn't likely to change in 1984. If there weren't as many rooms as we needed and we had to have secondary hotels, we still needed to arrange rooms as secondary hotels when we went back.

However, all in all, we do like going back to a place a second time. The thing we were beginning to learn was that going back more than two or three times gave



Pocono's tri-oval is an interesting track. Each turn has a different radius, different banking and each is separated by a different length straight. Turn 1 has a radius of 675' and 16° banking. After Turn 1 was the chicane, a short asphalt turnout requiring drivers to turn left off the track, right, and then left back onto the track. It was best negotiated in first gear. Then it was up through the gears along the 3055' back straight to Turn 2 (750' radius and 8° banking). This was followed by the 1780' short straight which led to Turn 3 (800' radius and 6° banking). Turn 3 led to the front straight, 1740' long. Most cars were in fourth gear as they entered Turn 3 and by the time they were halfway down the straight they were at redline. Much to the delight of the spectators who lined the pit wall, Ken Eber spent most of the day stretching CSX3036's legs. The leadfooted Eber was kept from redline by a carburetor jetted a little too lean, permitting him to 'only' reach the low 170s. And you thought you had it rough...



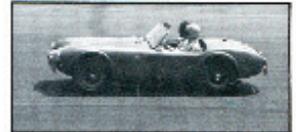
View of the chicane action shows suspensions leaning hard left and then hard right.



THE SHELBY AMERICAN F48



427 Cobra, CSX3102, the annual Mr. Formal Wear poster car of Bill and Bud Jones of Roanoke, VA was rarely parked. Models who are shown on the posters were not part of the Jones entourage.

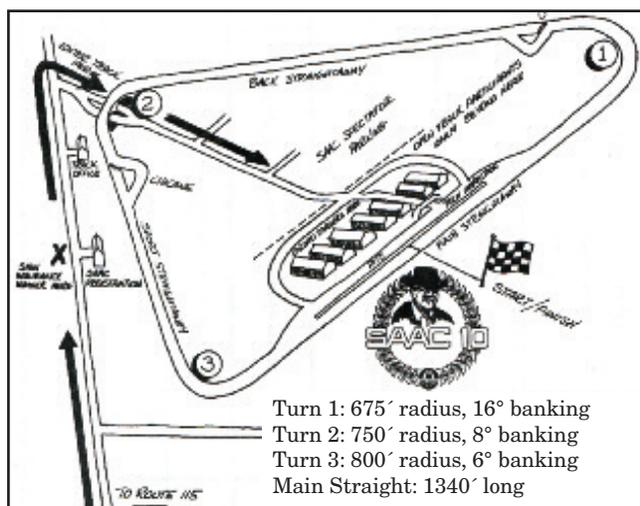


John Valentine helped to put together SAAC's driver school, using Pocono instructors from the driving school held at the track. Then he took their advice, using his 289 Cobra for practice.



"How was it out there, Bob?" Film crew shooting footage for the syndicated television show "The World of Speed and Beauty" (check local listings...) was all over the place. Media hound Bob Alberti was determined to get interviewed. He first attempted to pose himself off as Carroll Shelby. When they didn't buy that (they said he was too short to be Shelby) the wily Alberti came back as Mario Andretti. Only he still had his SAAC-10 name tag on. "We realized the only way we would ever be rid of this geek was to pretend to shoot some footage." Here the production crew attempts to appear interested in what Alberti is saying. Yawn.

Turn 2 was a flat-out curve. Most drivers followed the same line the Indy cars take. Track was smooth. And fast.



Pocono's 2 1/2-mile tri-oval put together three different radiused turns, each with a different degree of banking, and each separated by a different length straight. We made use of two chicanes, one after Turn 1 and the other following Turn 2. This required the cars to brake to a lower speed and change gears, which kept them from constant high-rpm running and thereby risking catastrophic engine failures. Turn 3 was the largest radius, which allowed cars to exit with more speed and go faster on the front straight.

the event the feel of a “been there, done that” convention. First-timers come to a convention with an expectation of excitement and wonder, and they are rarely disappointed. Those who come back to a second convention at a place they’ve already been are comfortable. But after that it’s a toss-up whether they will come back a third time.

There is no question that Great Gorge was a terrific place. It had everything we could want in a hotel: plenty of rooms, a large parking area we could commandeer, and a ballroom large enough for a sit-down dinner for 1,000. Everything except one: there was no major league racing facility close by.

We started looking at tracks within an hour of Great Gorge. That didn’t take very long, because there weren’t that many. In fact, there was really only one major facility: Pocono International Raceway. Before we got too wrapped up in the specific details of the convention, we needed to make sure the track was available, and available at the same time the hotel was available. We didn’t even want to think about having one without the other. And, of course, this is where the rub came in. Hotels always want you to commit as early as possible. Two years out, if they can get you to Tracks, on the other hand, like to wait as long as possible before signing a contract. They don’t want to sign a legal agreement with a small organization like SAAC for a specific weekend, only to have a larger organization approach them wanting that same weekend.

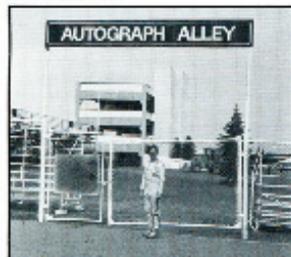
Getting commitments from the hotel and the track (before signing a legally binding contract with each of them) is something of a balancing act. And while we are deep into this negotiating, we are being bombarded by members who want to know where the next convention will be and when. This was before the forum was invented. But somehow we were able to accomplish everything.

The first day was primarily an arrival day. To keep everyone from getting restless there was the swap meet outside in the parking lot. As each new arrival pulled into the hotel, they checked into their room and then made a beeline to the parts swap. Everyone was on their own for dinner and then at 6 p.m. we started the seminars. One for Shelybs (6 p.m. to 7:30 p.m.), one for Cobras (7:30 p.m. to 9 p.m.) and three different ones for Tigers, Panteras and Bosses (9 p.m. to 10 p.m.).

Friday was track day at Pocono. It was a two-hour drive so, we only planned one day at the track. After a short drivers school/safety briefing, we ran until 5 p.m.

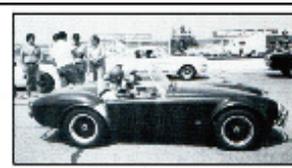


“Hey, did you see the guy who looks just like Chuck Cantwell?” Looks like a heck, that was Chuck Cantwell. He was out at the track on Friday. Chuck poses, here, next to Howard Pardee’s SR195. Big Shot Pardee was offering rides to anyone who came within earshot (he even offered a ride to one of the track’s food concession employees). He was in the middle of one of his famous horsepower demonstrations with Cantwell’s daughter, Carol, when his clutch departed for parts unknown. After learning of the incident, Cantwell remarked, “Back in 1965, we had some say over just who got an R Model. Today anybody who can sign his name to a second mortgage application can own one. Even somebody like Pardee. It kind of makes you stop and think just how far downhill things have gone, doesn’t it? I wish Shelby American was still in business... then maybe we could recall some of the cars and get them away from some of these jokers.”



SAAC apprehended “The Voice of Willow Springs” Alan Bohe to act as track announcer and general master of ceremonies. Bohe stepped into his driver’s suit and attempted to coerce drivers from several car owners. Al appeared flustered but few were sympathetic. When Bohe spotted “Autograph Alley” he decided to make himself available to the multitudes. They stayed away from him like he was coated with cicoin.

SAAC member Russ Dickey of Parkville, MO attended his first SAAC convention and had his first ride in a 427 S/C. Not bad for a fourteen year-old. Now the bad news: when he gets back to school in September, there’s no way he’s ever going to convince his friends he rode around Pocono at 160+ MPH. We can hear them now: “Sure, Dickey... you rode in a 427 Cobra at Pocono and did over 160 miles per hour. Right. And pigs can fly, too.”



There were several AC Mk IV’s in attendance. This “dealer demonstrator” was driven by SAAC member Russ Muck of Buffalo, NY. Muck, a Ford dealer, has been involved with the project almost since the beginning.



Paul “Whiz” Michelsen drove his orange ex-Bob Johnson Falcon A/Sedan from Aurora, IL, and ran hot laps at Pocono all day. Whiz has had the car at the last few SAAC conventions, every time driving it to and from and running it at the open track. He showed up on Thursday afternoon, alone and bleary-eyed, with a cooler where the passenger seat used to be and a six pack of oil in back. If that isn’t the spirit, we don’t know what is...



What does a high roller do when he blows a clutch at a convention? Take a lesson from “High Buck Howard”... With the help of SAAC member Barry Pizzano of Wyoming, PA, Pardee called a flabber and had the car trucked back to a shop where Pizzano had some pull. A new clutch, pressure plate and throwout bearing were immediately installed as Pardee sat at a pub across the street tooting down mint juleps. He drove back to Great Gorge that evening. “It’s only money,” said Pardee loudly, in the midst of a large crowd of people. When they dispersed, he mumbled to no one in particular, “The trouble is, it’s not mine - it’s the bank’s.”



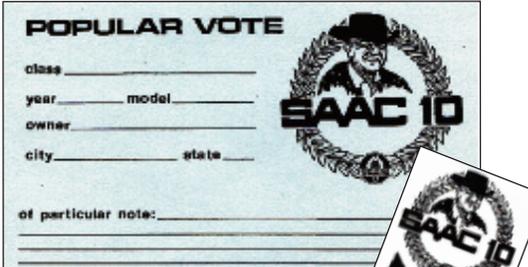
And we thought it was the Lake George float for the Macy’s Thanksgiving Day Parade... Not to be outdone by Pardee, John Barnes of Balltown Spa, NY also waived good-bye to a clutch. Two clutches and a Cobra U-joint were the only casualties all day.

30

THE SHELBY AMERICAN #48



If you were wondering why we didn’t incorporate The Americana Resort’s logo into our convention t-shirt, it was one of the worst looking logos we’d ever seen. It looked like a turtle standing on its tail.



Instead of trying to pick one car to represent our 10th anniversary we chose to put Carroll Shelby in the convention logo. Part of it was that we wanted to recognize him for the part he played in creating the cars. The other part was we had hoped he would be able to attend. We had invited him but it turned out that he had other plans.

At that time two things happened simultaneously. We threw the black flag, ending the last session and David Felstein, in CSX2229, ran out of gas. Felstein was a genuine open track lunatic. He was the first car out in the morning and would give a ride to anyone who asked. There was always a line at his spot near the pit wall. The day had gone well: no runs, no hits, no errors as we liked to say.

Everyone was on their own for dinner and there were Cobras and Shelybs in the lot of every restaurant between Pocono and Great Gorge. It was a very pleasant sight to see and harkened back to the days when the cars were brand new and used every day. Back at the hotel, every bar was filled to overflowing with convention participants socializing. Many said this was one of the best parts of any convention. At each successive one you recognized an increasing number of people that you only saw at conventions.

On Saturday the concours entrants found their way to the parking lot, moving like disembodied zombies. Most looked like they were on auto-pilot: removing car covers, toweling off their jewels and sizing up the competition out of the corner of their eye. The judging lasted until about 3 p.m. Balloting for the popular vote car show was from 11 a.m. to 1 p.m. Winners were tallied up for the 33 classes. Trophies for boths shows would be handed out during the evening program.

At the evening program we made a big deal out of the fact that only two SAAC members had attended all 10 SAAC conventions and prior to that, all three SOA

conventions (Reading, Pennsylvania in 1973 and 1974, and Wichita, Kansas in 1975). We had an 18" hand-carved wooden Cobra made that we had sliced in half. We gave half to Ken Young and the other half to Jeff Burgy with the stipulation that as soon as one of them missed a convention, he would have to give his half to the other one. It has turned out to be a strong inducement because neither has missed a convention since then!

SAAC-10's guest speakers proved to be both entertaining and informative. Ex-Cobra team driver Bob Johnson was always a favorite at conventions. He reminded everyone that in 1966, Carroll Shelby offered him a Cobra Daytona Coupe and a truckload of parts for \$4,500 and he turned him down.

Oscar Koveleski also spoke. He started Auto World in Scranton, Pennsylvania, the largest mail order company specializing in model cars, airplanes and slot cars in the company. He was also one of the founders of the Polish Racing Drivers Association (PRDA). He recalled not being as stupid as Johnson. Shelby offered him a Coupe and he bought it. Two weeks later he sold it. He said it was the easiest \$500 he ever made.

Representing Ford were John Clinard, SVO's marketing manager and the head of Ford's public affairs department, Paul Preuss. They both spoke about their areas of influence within the company and, without giving away any company secrets, they convinced everyone that better things, performance-wise, were coming down the road. And they were right!

We wanted to have some kind of a commemoration acknowledging the club's tenth anniversary, but we didn't want to engage in the usual "Hooray For Us!" type of strained hoopla, presenting plaques to each other and, in short, grabbing the spotlight. We thought the spotlight should be on the club. Besides, there were too many people who helped during those first ten years. We didn't want to turn the program into a mutual admiration society meeting.

The simple solution would have been a powerpoint presentation. Except for one small factor: the powerpoint had not yet been invented. So we combined three medias we could use: word, music and pictures. We started out with a script that touched on the beginning of the club and moved through the past nine conventions. We asked Alan Bolte to read it because he was fast becoming a professional announcer and had an excellent stage voice.

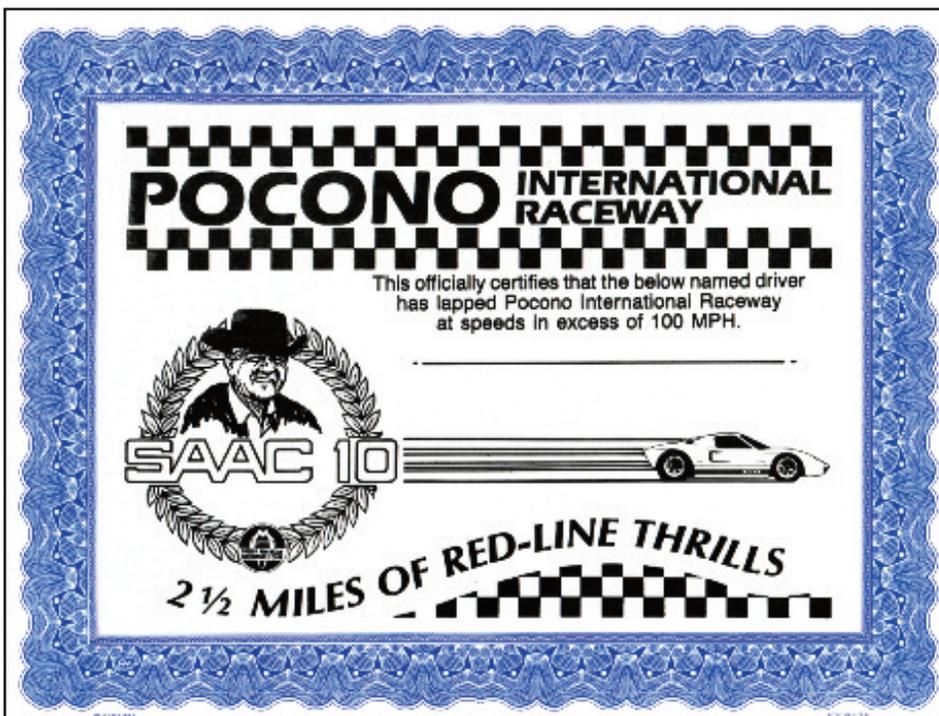
We next asked Howard Pardee, who was, at that time, still a musician in the Coast Guard band, to come up with a recognizable Top 40 song for each year of the first nine conventions. Pardee, of course, knew nothing about Top 40 music, rock and roll or anything in that universe. But he served with 40 other musicians and some of them were, as he said, "*Really hip, cool cats.*" You can see what we had to work with. The band also had the recording equipment to make a cassette tape and they could source the songs they needed. Again, this was well before iTunes existed.

Finally, we needed a couple of dozen slides from each convention that would be shown at the appropriate time during the presentation. All three things had to be rehearsed and coordinated so it didn't come off looking like a fourth grade talent show entry. It all worked.

We happened to find the script, so we're including it here. You'll have to imagine the music and pictures.

Let's talk about legends. Because, after all, we are in the midst of them. They fill the parking lot outside just as surely as they fill a place in all of our hearts. If they didn't, why else would we be here? No one starts out to create a legend. Each of us may produce something that may go on to become a legend, but creating the legend part is far beyond any of our individual abilities. Something is on the threshold of becoming a legend when it begins to acquire a life of its own; when the creator begins to lose control of his creation. He becomes swept up in its wake, like everyone else. Such was the case with Carroll Shelby and his legend—the Cobra.

It's hard to pinpoint just when the Cobra slipped from Shelby's grasp. It was



certainly a slow, almost imperceptible process that probably began with that first car, which was painted a different color for each magazine road test. Once the Cobra found victory circle, it wasn't long before it took up residence there. It moved in, bag and baggage, moving other marks out as it did. Shelby barely noticed that he had lost control of his car, that the Cobra had, in fact, become legend. His days had become filled with other cars which, themselves, would go on to become legends: GT40s, GT350s and GT500s. Once created, legends don't die. They can slip into periods of dormancy. This happened to the Cobra during the early 1970s. It was, for the most part, forgotten—except by a few of us.

The 1970s saw the strangulation and death of the American muscle car. Performance, that unquestioned virtue of the electrifying 1960s, was suddenly a dirty word. The fat-tired, lumpy-idling, high output, super-duty, solid-lifter, dual-Quad 400+ cubic inch V-8 rubber-burning, axle-twisting belch-fire Rocketmobile had, in a matter of a couple years, been emasculated by the federal government, the Environmental Protection Agency, the National Highway Transportation Safety Agency and your friendly neighborhood insurance company. Automobile manufacturers would sooner distribute child pornography backup correction with sooner distribute child pornography than try to market performance. Their idea of 1970-style performance, was tape-striped, fake scooped parody of what real performance had once been. It became clear to enthusiasts that if they wanted real performance, they would have to look to the past. There would be little to look forward to in the immediate future.

But there were some who had never let go of their piece of the past. The roaring fires of what had been Shelby's Cobras, GT350s and GT 500s were now smoldering embers, kept alive by the fanning of these enthusiasts. Their numbers began to swell and their fanning increased, suddenly igniting flames again. Out of the ashes of falling used-car prices, out of stock and no longer available parts, and public amnesia grew the Shelby American Automobile Club. If you were driving to the 1st annual SAAC convention in Oakland, California on the weekend of August 18 through the 21, 1976 you would've heard this top 40 song on your car's radio [at this point, a rock song was played—forgive us if we can't recall what it was—and on the screen a couple of dozen slides of that first convention were flashed]. You would have joined 800 others SAAC-1 participants who ventured forth to play an active role in the continuing story that is Carroll Shelby's legend.

SAAC-1 was an unqualified success. So there never was a question as to whether or not there would be a SAAC-2. The only question was where it would be. By its sophomore year the Shelby American Automobile Club was approaching 2,500 members and nearly half could be found inside a triangle that stretched between Boston, Detroit and Washington DC. So, the location for SAAC's second get-together wasn't that difficult to pinpoint. It would be somewhere near the center of it of that triangle: Hershey Pennsylvania to be exact. The dates were July 7 through 10, 1977 and on the way to this storybook town in central Pennsylvania you would have heard this song [another Top 40 song from 1977 played in the background while slides of the Hershey convention were shown]. Hershey was the first convention for a majority of club members. Almost 1,500 people showed up. Back in those early days there was no open track event, no concourse, and the parts swap was held indoors in the main ballroom and was limited to only 3 hours. It was more like supermarket sweepstakes as convention attendees literally ran up and down the aisles looking for things but afraid to stop and spend too long in one spot, lest they miss something in the next aisle. Almost 50 Cobras were there, making it the largest gathering of snakes in one place



First car through tech was CSX2229, owned by Dave Felstein of Terre Haute, IN. It was also the last car off of the track at the end of the day. Felstein and fellow SAAC member Jerry Turble drove the car from Terre Haute, covering the 880 miles in 13.56 hours (put away those calculators - that's a 64.89 MPH average.) On the way back, they covered the same distance in 13.10 hours (67.02 MPH average) without incident. Dave figures he put on close to 250 miles at Pocono alone. And he didn't baby it. The engine is "built," as they say, and he ran it to 7900 RPMs. The only mechanical failure was a broken speedometer cable which snapped at the end of the front straight, the needle spinning through a few 30s and then stopping forever at 160 MPH. We'll let that sit as a conversation starter. When I got home, people asked me what the conversation was like. I told them it was like a golfer who shoots eighteen holes-in-one in one round. ("I mean Dave - it was better than that, wasn't it? Felstein (in cowboy hat) and Turble are pictured at right; sign says 'CSX2229' was driven to SAAC-10 from Terre Haute, IN.")



THE SHELBY AMERICAN #48



SAAC-10 was the unveiling of Tony Conover's SR100, the ex-Marly Krinner R Model sponsored by Dockery Ford of Morristown, NJ. Tony restored the car to 1965 specs and it looked absolutely perfect. The car arrived near the end of the day, as Pardee's car was being trucked out. This led one convention attendee to remark, "This is just like 1965: show me R Model you drag it away and unload another one. Just like the factory."



Exotic intake manifolds stretched as far as the eye could see...



Jerry Miller of Nashville, TN brought his issue's cover car, CSX2086.



Bill Fisher of Kirkwood, MO arrived in a bright red Mustanga. It was lunked good with those GT40 wheels... It even had one inside of a space-saver spare!



It wasn't bad enough for some of the parents that there was a little GT40 running around... but that little red 427 Cobra - a replica of the Jones' CSX3102 - was started some heated family discussions. "Can I have one of those Dad? Can I? Please? I'll be good and clean up my room and do what Mom tells me to... and... and..."

since the factory. It was also here that the Boss Mustangs and Panteras began to assume a more visible presence in the club.

At the annual board of directors meeting it was decided that SAAC-3 would be held in Southern California. Everybody has heard of Pasadena, but on the weekend of August 17 through 19, 1978 the streets of that city were filled with Ford powered cars. That certain little old lady in her brand-new, shiny red super stock Dodge was nowhere to be seen. Almost 3,000 people attended SAAC's third annual national convention, making it the largest one yet.

As much as Carroll Shelby wanted to be there, his schedule worked against it. He was in Africa at his safari company, and everyone was advised that, regretfully, he wouldn't be able to attend. Then there was a commotion in the hotel lobby at about 5 p.m. on Friday afternoon. He showed up, having just gotten off an airplane. He been traveling for the past 50 hours just to be there. He joined many of his former drivers, team members and factory employees. SAAC conventions were fast turning into Shelby American reunions.

On Saturday morning the freeways to Ontario were filled with Shelybs and Cobras as everyone headed out to the "Big O" for some high-speed running. Seeing the cards at speed, and hearing them, added a new dimension to conventions. To cap off the day, everyone took to the track for a giant parade lap an endless line of cars of all kinds filled Ontario's asphalt. It was incredible.

For SAAC-4 the action moved back east, to Downingtown, Pennsylvania. The previous convention's high-speed event had proven so popular that the decision was made to make some type of high-speed event part of every future convention. To that end, SAAC rented a dragstrip that was about an hour away from the hotel.

Then, a little something called the Arab oil embargo happened. You might remember that: \$5 limits, reduced allocations, long lines, shortened hours, odd and even license plates. With no one being assured of having enough gas to get them to the track, run all day on the drag strip, and then drive back to the hotel, the track was canceled. Making it to SAAC-4 in the midst of this madness was no small feat. More than a few members decided to stay home, but the ones who toughed it out were rewarded by the sea of Ford-powered cars they found filling a large grassy area at the hotel. The cars were, clearly, getting nicer and nicer every year.

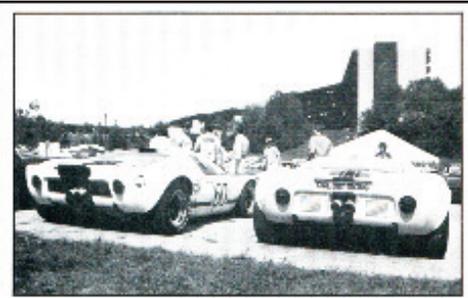
SAAC-4 is remembered most by those who attended it as a kind of family reunion, where everyone who attends is forced to overcome some kind of obstacle or adversity in order to be there. That shared experience brought everyone closer together, and went a long way towards establishing SAAC conventions as more than just car meets. They **are** family reunions. Think of us as all being in the Shelby family.

By SAAC's fifth anniversary, the club had grown enough to be able to support a national convention in a part of the country other than the Northeast or California. It wasn't hard selecting the next site: we homed in on the big blue Ford oval in Dearborn. The Hyatt Regency, normally a ghost town on the Fourth of July weekend, cut their rates in half and SAAC filled the place in 1980, taking over 700 rooms. Many first-time visitors to Dearborn saw the Hyatt Regency, rising up out of nowhere, and wondered what that building was. Their eyes almost fell out of their sockets when the signs they'd been following directed them right up to its base. The parking lot was full by the first day and there was not one, but two, high-speed events and two car shows.

SAAC-5's schedule was tightly packed and seemed ready to burst. If you were good at identifying the faces of most of the Ford higher-ups, chances are you saw them strolling around the Hyatt's lot during their lunch hour. We spotted Chairman Philip Caldwell and there were plenty of others judging by the number of suits. SAAC-5 gave everyone plenty of opportunities to straight leg it, ei-



GT40? There were at least two, NO - not these two...



These two: Geoff Howard, caretaker of Tony Goodchild's Essex Vire team car (1028, left), didn't have his Cobra ready so he brought Tony's car. Peter DeSilva took time off from the frame-up restoration of a Morris Minor woody wagon (we'll withhold comment except to say that everybody has a few little kinks...) to bring the last GT40 built, 1085.



'Looks a little rough...' was the way CSX1011 was described by more than one convention attendee. And why not? It was prepared by Holman & Moody and raced in at Nassau in 1962 by David Pabst. Then it ran Shelby in 1963 and was sold to Tom Payne. Payne raced it through 1964 and sold it. It was last raced at Mid-Ohio in late 1965 and then parked. Back then there was no such thing as a Cobra concours! Owner Michael West of Poughkeepsie, NY was the one who blew a g-joint out at Pocono. Cut-down plastic windshield is 'as-used'.



Steve Yates fooled no one with his hand-painted vanity plate...!sc of all the Pennsylvania State Trooper, who didn't care if the car was on a trailer...



Tired of the 'seen me, seen 'em all' concours cars? How about a little IMSA influence? This Shelby had super-wide fiberglass fenders molded in front and rear fiberglass aprons.



There were more than a few cars for sale at SAAC-10 and not all of them were concours. Take this handyman's special, for example...



The detailing of Howard Landon's CSX1003 never stopped... and it showed. Car was voted Best Cobra in the Popular Vote show. The Guardsman Blue and white striped smoke is heat-capping.



ther down the quarter-mile at Milan Dragway or on Ford's 2 1/2 mile banked oval at Utica. It was here that Dick Smith demonstrated what it takes to reach legend status: he coaxed a 427 S/C Cobra around the track at 180 mph.

Back at the hotel, the club now had Concours guidelines, and you could enter your car in the judged concourse or the popular vote car show. The parts swap ran every day out in the parking lot and the list of guest speakers read like a who's who at Ford. The keynote speaker, Ford Vice President Walter Hayes, spoke eloquently about where Ford had been and where the company was going. Although he was not able to provide details, he promised that none of us—the faithful—would be disappointed. We know, now, that he was talking about the SVO and 5-Liter Mustang GT cars the Mustang GTP, Probe racers and the Aero-birds. SAAC-5 set the tone and establish the baseline for future SAAC conventions.

It probably came as no surprise that the location of SAAC-6 was Monterey, California. It was a Tuesday-Wednesday-Thursday affair followed on Friday and Saturday by the Monterey Historic automobile races at Laguna Seca and on Sunday by the Pebble Beach Concours. Getting four large Monterey hotels to set aside blocks of 100 rooms each for SAAC members during their busiest week of the year was one rabbit SAAC pulled out of its convention hat. Getting the Laguna Seca race track the day before the vintage races was another. As SAAC-6 participants began arriving at the convention headquarters hotel, the Doubletree Inn in downtown Monterey, they found parts vendors already selling their wares in front of the hotel. That was the day before the convention officially began. Tuesday's parts swap action was fast and furious at the Monterey convention center and Wednesday, it

was out to the track. Dick Smith presided over a driving school that was attended by everyone before they were unleashed onto the track. Then it was mile after mile of high-speed running. A number of vintage race competitors used the convention track time to fine-tune the cars they would be running on Saturday. Like the 427 Daytona Super Coupe. It mesmerized everyone. It was back to the track on Thursday for the car shows and then on Thursday evening 2,000 people packed the main ballroom at the Monterey convention center to hear a dozen former Shelby American drivers, team members and designers including Peter Brock, Tom Payne, Al Dowd and, of course, Carroll Shelby himself. Monterey is one of the most picturesque places in the world. Add to that almost 1,000 Cobras and Shelybs running around for the week and you have some idea of what you can look forward to in heaven.

For SAAC's 7th annual national convention, it was time to rotate back east. Pocono International Raceway was to be the site of the convention's open track event: 2 1/2 miles of high bank, red line running. The nearest hotel facility that could accommodate SAAC's requirements was the Playboy Hotel and Resort at Great Gorge, New Jersey. When SAAC-7 was being planned the winter before the event, bunnies were definitely in the picture. In fact, it was likely they would be in everyone's convention pictures. But by the time August 12 of 1982 rolled around, Playboy had sold the hotel and the only bunnies anyone saw were hopping across the roads in rural upstate New Jersey.

SAAC-7 was a four-day event. Wednesday was the typical arrival day, with parts buzzards circling slowly over the swap meet area. The two-hour drive to Pocono on Thursday meant that everyone was going to have to roll out at the crack of dawn. They were met by a light rain that dampen no one's spirits. The track was bone dry by 9 a.m. We had to turn the track over to CART at 3 p.m. because they had a big IndyCar race schedule that weekend—the Pocono 500. By afternoon the pit wall was lined with IndyCar drivers and mechanics who were clearly having trouble believing that the cars flying down the front straight at between 140 and



We've never really liked bras. But here's one of the more similar bug defectors we've seen. On one of the rear: Here's cars we've seen. They sure do look good with 15 inch wheels on them, don't they? Bugweeper is a piece of nylon screen, attached under the hood. At speed, it is pushed against car's front contours (the front bumper and bumperettes, mostly) and catches any bugs intent on suicide. Air gets through into the radiator and it doesn't effect the lights.

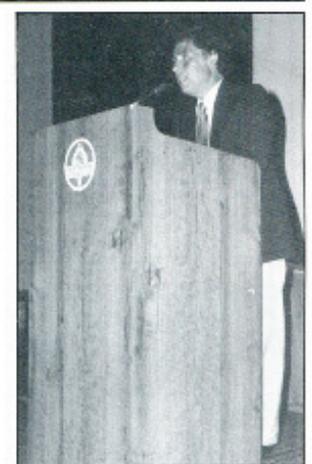


SAAC-10 photographers: John Guyer, Rick Kopec, David Moulthrop.

The Saturday evening program kicked off with a forty minute multi-media show put together by Howard Pardee and Jerry Lesine. Slides from every past convention fronted by members were shown while top 40s music from each year played in the background. On top of it all, Alan Bulle provided the live narration. Although the elements of the show were assembled that afternoon, the actual showing that evening was the first time it had been run through in its entirety. And it was a smash. After a standing ovation, Pardee was asked if he would do it again next year. "Well, no!" he snarled, viciously. "What do I look like, a masochist?" Well, come to think of it...



The 40 Time Convention Attendance Award was presented to SAAC Board of Director members Ken Young (left) and Jeff Burgs (center). They've been in all ten SAAC conventions and the three preceding Shelby conventions put on by that other club back in 1973, 1974 and 1975. Jeff's wife, Diane, only missed one convention - when she was having their son. Shows were far priorities were... And of course there was a catch - there was only one trophy. Half was awarded to each "winner" along with the instructions that is soon as one makes a convention he's got to give his half to the other.



SAAC's 1981 Director, Ken Elber, announced that next year's convention will be held at the Dearborn Hyatt Regency on the July 4th weekend. Much to the enjoyment of everyone in attendance. If there's one thing we've learned after ten years of conventions, it's that no matter where we hold a convention, there's no place like Dearborn!



SAAC Director Rick Kopec admitted to writing the slide show's script after it was obvious that it had been a big hit. "Would he have taken the credit for it if it had bombed? Heck, no. I would have blamed it on Pardee," he later commented.

THE SHELBY AMERICAN #18

35

175 mph were 17-year-old street cars. They learned a little bit about the Shelby legend that day.

If Pocono's tri-oval didn't make your juices flow there was always the drag strip on Friday. Car after car paired up and shot down the Atco's quarter-mile, side-by-side, for some old-fashioned grudge racing. No classes, no trophies—only good times and bragging rights. By Saturday, any energy that anyone had left was used up getting the cars ready for the Concours judging and popular vote car shows. The lot was packed beyond capacity. It was some show, and it was followed by a full evening program: guest speakers, vintage films and those sought-after trophies. It was another terrific national convention.

No one had anything bad to say about SAAC-5 in Dearborn, and if that's not a sparkling recommendation then what is? SAAC-8 was back at the Hyatt Regency and it turned out to be the biggest national convention yet. Over 5,000 people attended for some part of the four days. The schedule of events was almost the same as SAAC-5: drag racing at Milan and open track running at Utica. On Thursday, a sudden rainstorm caught everyone by surprise, but within an hour the sun was out and it was like nothing had happened. Friday was drag race day and once again, Milan's quarter-mile saw plenty of use. The weather reports for Friday afternoon were giving Cobra owners coronaries: heavy rain, 70-mph winds and hailstones the size of golf balls were being predicted. As if on cue, the sky grew dark in the afternoon and unleashed a downpour but the hail never materialized. Like the day before, within an hour the sun was out again. Saturday was car show day and Carroll Shelby was there signing autographs and posing with people for pictures.

That evening he was joined by Bob Bondurant. Bondo showed up on Sunday at the Utica test track to give all the participants at the high-speed event a few pointers. He also took people around in their own cars for some personalized instruction. Who wouldn't want to take advantage of that? As the track cleared out, another great convention was history. And the legend continued.

The ninth SAAC convention was a real Mickey Mouse event, no question about that. The headquarters hotel was within walking distance of Disneyland. The Marriott's parking lot was a combination of Fantasyland and Adventureland. Those California cars were something else! On Thursday evening Carroll Shelby introduced about twenty of his former team drivers, team members and employees and then spent most almost an hour and a half describing some of the things he remembered them doing during those magical 1960s. Then each of them had the opportunity to tell their side of the story. It was a most memorable evening. The action quickly moved out to Willow Springs Raceway on Friday. This was the scene of a lot of testing by Shelby American back in the day. This time it was just for fun. The high temperatures at the track didn't stop anyone from enjoying themselves and after the last car shut down, everyone was treated to cold sodas, hot chili and hot dogs—compliments of the Ford Motor Company. On Saturday the Marriott's lot filled quickly as the concours and popular vote shows brought out cars that left spectators mumbling to themselves. Saturday evening's program included Peter Brock, SVO's Michael Kranefuss and Carroll Shelby—who is, once again, building cars.

More legends? Only time will tell, because legends are not made overnight. Time is one of the principal ingredients: the element that separates the real legend from the flash in the pan. But a lot was packed into the brief span of the Shelby American years, from 1962 through 1970. Cobras, GT350s and GT500s accelerated into legend status as fast as they ever accelerated down any highway or race track. Probably no one was more surprised by all of this than Carroll Shelby, himself.



Timmy Park of LaCanada, CA had the most honest looking face in the room, so we asked him to draw the winning tickets for the door prizes. More than 300 prizes were received and about 270 of the smaller ones (hats, shirts and bottle after bottle of Rain-X) were given randomly to pre-registrants as they arrived. The best 30 of so prizes were awarded on Saturday night. They included big back gift certificates from Mustang Unlimited and Eastern Mustang Specialty, Shelby shirts and jackets from Tony Brandt, a Cobra tank from Cobra Automotive Specialty, a Cobra bank from Classic Microfilms, a Shelby Mustang videotape from Amco Productions, A Carter MSD ignition, a Quikoo sway bar, artwork from Ed Gulick and Craig Lewis, a racing jacket from Bilstein, an R Model aluminum suspension busting kit from Brian Kennedy, a SAAC drink from Bob Bocos and a set of 68 Shelby Cobra wheel caps from Craig Conley. Everyone was on pins and needles waiting for the top three prizes to be given out - a complete set of back issues of *The Marquee* and *The Shelby American*, a set of four Goodyear Polyglas P6015 tires from Kelsey Tire and the grand prize, donated by Ford, a 1985 Monterey Vintage Race Weekend - rounding airfare for two to San Francisco, rented car for four days, three nights in Monterey and a pair of tickets to the Monterey Historic Races. And the winner was... Julie Baret of Norristown, PA. Julie is engaged to SAAC member Terry Bookbender and would use it that they'll use the trip as part of their honeymoon. Linsey Eber (left) and Colleen Kopec handed out the awards.



Bob Johnson, one of the Cobra team drivers, admitted that he wasn't so smart - he turned down a Daytona Coupe and two truckloads of parts in 1960 for \$4500.



And Oscar Koveleski, subject of last issue's interview, admitted that he was only a little smarter than Johnson - he bought one of the coupes, only to sell it a week later!



Paul Preuss, who works in Ford's Public Affairs office, has been a SAAC supporter for a long time. He joined Ford just in time to go with the team to LeMans. We'd say that was pretty good timing...



Special Vehicle Operations Marketing Manager John Clinard brought with him a letter: he had written to Carroll Shelby in 1965 - when he was in high school - asking if there was a job for him on the Cobra Team. He would be available, he said, to go to LeMans. Al Dowd sent him a reply saying that they had nothing for him at the moment, but not to let that letter sour him. He obviously didn't.



# SAAC-10 CONCOURS WINNERS

## CONCOURS OBSERVATIONS

True to the pre-convention survey, SAAC-10 saw about ten percent of the car show participants entered in the concours event. And for probably the first time ever, some cars lost a few points for *over* restoration! That's right. Some cars had painted or cleared-over 'natural metal' items and were faulted on the authenticity part of the judging sheet. The competition has become *that* stiff. Future concours entrants with restorations in progress should keep in mind that authenticity is two-thirds of the point total. Workmanship (although perhaps flawless) is only one third of the score. Nuts, bolts, hoses, belts, finish, no finish... they all count now.

This year undoubtedly saw the stiffest competition, in more classes, than in the past two years combined. The concours entrants are to be congratulated for a superb display of the marque. They have raised the standards of excellence for us all.

And a round of applause is certainly due the judges. They were (as always) strictly volunteers and they offered their time and knowledge to help make the concours a valid and valued event for its participants. As in the past, they came from all over the country: New York, Massachusetts, New Jersey, Pennsylvania, Indiana, Illinois, Michigan, Ohio, Virginia and even California. And indicative of SAAC's international flavor and appeal, we even had one judge from Sydney, Australia! SAAC's token thanks for the judges' efforts was a Saturday morning breakfast spread at the judges meeting. We would like to take one more opportunity to again thank the concours judges. We would also like to encourage other knowledgeable SAAC members to offer their help at future conventions. After all, members make events like a concours work. And their involvement is appreciated.

Now, to the judging data. While total point comparisons from class to class and year to year are not strictly comparable (due to various judging teams' degrees of strictness), a general trend seems to be developing. Not surprisingly, the point total averages reflect higher scores in *all* areas compared to 1984, and all but one (still close, however) compared to 1983. Obviously the cars are being more completely detailed each year. The striving for excellence that was the trademark of Shelby American continues today through SAAC.

- Steve Yates  
Concours Chairman

## CONCOURS SUMMARY

CLASS	High Score	Low Score	Average Score	Median
<b>Cobra</b>	289	191	248	264
<b>Tiger</b>	237	187.5	212	212
<b>'65 Shelby</b>	287	203	254	263
<b>'66 Shelby</b>	293.5	242.5	273	263
<b>'67 Shelby</b>	272.5	256	262	258
<b>'68 Shelby</b>	278.5	237.5	256	253
<b>'69-'70 Shelby Boss</b>	266	207	237	237
<b>'85 Average</b>	276	219	249	250
<b>'84 Average</b>	269	206	241	238
<b>'83 Average</b>	279	202	240	240



### COBRA

- 1st - Rex Myers, IN - 427
- 2nd - Jerry, Portia & Andy Miller, IN - 289

### TIGER

- 1st - John Robertson, VA - Mk IA

### '65 SHELBY

- 1st - Rick Guyer, NY
- 2nd - John Gulli, NY
- 3rd - James McCarthy, NY

### '66 SHELBY

- 1st - David Trucks, MI
- 2nd - Ray Stoner, IA
- 3rd - Robert Kalin, CT

### '67 SHELBY

- 1st - Harvey Shaw, MA - GT350

### '68 SHELBY

- 1st - Mike Leslie, MI - GT500KR

### '69-'70 SHELBY

- 1st - Tim Johnson, IL - '69 GT350 conv.

### BOSS

- 1st - David Jaaskela, MA - '70 302
- 2nd - Randy Stager, FL - '69 429
- 3rd - Steve Budner, NJ - '70 302

# POPULAR VOTE WINNERS

## 289 COBRA

- 1 - David Felstein, Terre Haute, IN
- 2 - Fran Kress, Pittsburgh, PA
- 3 - Larry Tschappat, Rock Island, IL

## 289 COBRA COMPETITION

- 1 - Gene Schiavone, Old Saybrook, CT
- 2 - Ron West, Poughkeepsie, NY

## 427 COBRA

- 1 - Eric Weissberg, Woodstock, NY
- 2 - Thurman Loomis, Preston ID

## 427 COBRA COMPETITION

- 1 - Howard & Eileen Landau, Glen Rock, NY
- 2 - Bill & Bud Jones, Roanoke, VA

## FORD GT40

- 1 - Peter DeSilva, Great Barrington, MA
- 2 - Geoff Howard, Danbury, CT

## 65 GT350

- 1 - Len Cotone, Silver Spring, MD
- 2 - Mark St. Pierre, Medway, MA
- 3 - Herb Horwath, Warren, NJ

## 66 GT350

- 1 - Stan Graham, Coal Valley, IL
- 2 - Chris Hopkins, Alexandria, VA
- 3 - Ronald Clark, Mifflintown, PA

## 66 GT350 HERTZ

- 1 - Rick Michaelian, E. Long Meadow, MA
- 2 - Al Tallakson, Pleasant Valley, NY
- 3 - Al & Karen Brandau, St. Louis, MO

## 67 GT350

- 1 - Dave & Nancy Mathews, Guilford, CT
- 2 - Tom Robyt, E. Moline, IL
- 3 - Gary Moore, Sandusky, OH

## 67 GT500

- 1 - Grant Davis, Catskill, NY
- 2 - Debbie Horensky, Sugar Loaf, PA
- 3 - Jay Devaney, Wallingford, CT

## 68 GT350

- 1 - Tony Nowak, Swanton, OH
- 2 - John Barnes, Ballston Spa, NY
- 3 - Joe Neumann, Rockledge, PA

## 68 GT500

- 1 - Wayne Curry, Edwardsville, IL
- 2 - Ken Cramer, Holland, OH
- 3 - Chris Leipchick, Palenville, NY

## 68 GT500 KR

- 1 - Don Marki, Youngstown, OH
- 2 - Frank Hansen, Bedford, MA
- 3 - Bill Morris, Seaville, NJ

## 69 GT350

- 1 - Randy Roberts, Newport News, VA
- 2 - Chris Hoverman, Manchester, CT
- 3 - Gary Austin, Guelph, Ontario, Canada

## 69 GT500

- 1 - Ed Shaw, Summerset, NJ
- 2 - John Harris, St. Louis, MO
- 3 - Steven Jacobs, Leola, PA

## 70 GT350

- 1 - Dick Gammie, Danbury, CT
- 2 - Jim & Mary Ann Leader, Uwchland, PA

## 70 GT500

- 1 - Dan Fillmore, Oak Harbor, OH
- 2 - Peter DeGregorio, Massapequa, NY
- 3 - Bob Stocker, W. Caldwell, NJ

## SHELBY COMPETITION

- 1 - Howard Pardee, New London, CT

## TIGER

- 1 - Scott Woerth, Christiana, PA
- 2 - George Roberts, Rawdon, Quebec, Canada
- 3 - Mike Katz, Stormville, NY

## TIGER COMPETITION

- 1 - Barry Pizzano, Wyoming, PA

## PANTERA

- 1 - Dick Guldin, Temple, PA
- 2 - Wally Baldyga, W. Suffield, CT
- 3 - Denny Boyer, Mohntown, PA

## PANTERA COMPETITION

- 1 - George Kryssing, Ft. Salonga, NY
- 2 - Louis Santaniello, Springfield, MA

## GRIFFITH

- 1 - A. Ross Myers, Worcester, PA

## BOSS 302

- 1 - Alec Garden, Stanhope, NJ
- 2 - T. Walsh, New City, NY
- 3 - Bill Prohidney, Allentown, PA

## BOSS 351

- 1 - Mark McCollum, New Cumberland, PA
- 2 - Vic & Linda Stenikinas, Enfield, CT

## BOSS 429

- 1 - Alec Garden, Stanhope, NJ
- 2 - Jeff Tritle, Chambersburg, PA
- 3 - Ralph Surface, Herndon, VA

## 65-66 MUSTANG

- 1 - Randy McDonell, N. Lancaster, Ontario, Canada
- 2 - Jim Monroe, Waterford, NY
- 3 - Jim Durham, Lyndon, VT

## 67-68 MUSTANG

- 1 - David Cherniak, Pequannock, NJ
- 2 - Bob Miller, Langhorne, PA
- 3 - Nick Mellozzo, Nyack, NY

## 69-70 MUSTANG

- 1 - Mark Bottali, Rye, NY
- 2 - Edward Jackson, Portsmouth, RI
- 3 - Chris Nassar, Medford, MA

## 71-73 MUSTANG

- 1 - Rich Gerardis, Clifton, NJ
- 2 - Sam Graybill Jr, Richfield, PA
- 3 - Leonard Wassil, Vernon, NJ

## SPECIAL INTEREST

- 1 - Dennis Herr, Holtwood, PA (71 Comet GT)
- 2 - Steve Zeleznik, Marlboro, NJ (79 Ranchero)
- 3 - Frances Miller, Burg, NJ (64 Falcon)

## SPECIAL INTEREST COMPETITION

- 1 - Paul Michelsen, Aurora, IL (64 A/S Falcon)

## SPECIAL INTEREST EXOTIC

- 1 - Bill Fischer, Kirkwood, MO (Mangusta)

## REPLICA COBRA

- 1 - Gary Abramowicz, New Britain, CT
- 2 - Jim Bennett, Danbury, CT
- 3 - John James, Coal Valley, IL

## BEST SHELBY

Rick Michaelian, E. Long Meadow, MA - 66 GT350 H

## BEST COBRA

Howard & Eileen Landau, Glen Rock, NJ - 427 Cobra

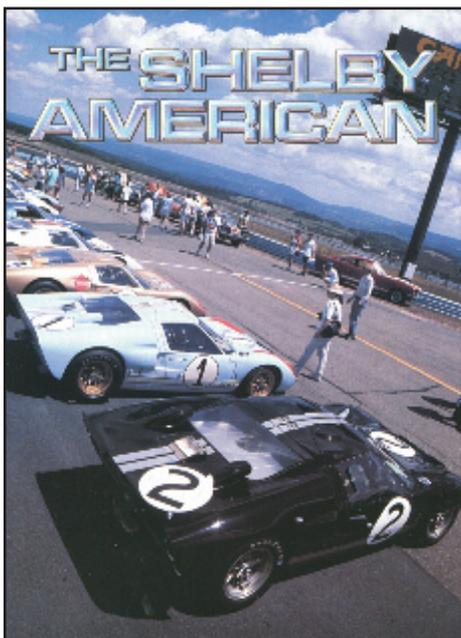
# SAAC-18

## JULY 7-8-9, 1995 WATKINS GLEN, NEW YORK

— Rick Kopec

The planets all fell into alignment for SAAC-18. Watkins Glen was a slam-dunk. Who would not want to have a convention at this historic track? Cobras raced there starting in 1963 and they continued through the early 1970s. R-Models were common at SCCA nationals and regionals from 1965 well into the 1970s. Then when vintage racing took hold in the 1980s all of these cars were back. None of this was overlooked when we considered The Glen for the site of a national convention.

In fact, vintage racing helped make SAAC-18 a success. It had created a reason for former racing Cobras, Shelybs, GT40s and Trans-Am cars to be "found" and restored. The track also became a favorite destination for vintage racers, so they already know where it was and the basic lay of the land. That made owners of these cars both comfortable with the track's environs and eager to bring their cars to the convention. It was a perfect fit.



# WATKINS GLEN

We knew SAAC-18 was going to be big. Every indication told us records would be set. And everyone seemed to agree with us, although for different reasons. Some thought because SAAC-17 had been almost as far away from the northeast as geographically possible (in Portland, Oregon) and because it had been four years since the last northeast convention (SAAC-14 at Pocono), there was a huge pent-up demand. Others thought that the track itself would be a natural draw. The name Watkins Glen is magic. If you've already been there as a spectator watching a race or as a driver, it would be almost impossible to stay away. And if you'd never been there this was the perfect chance to see where so much of this country's road racing history was made.

Logistically, Watkins Glen had both pros and cons. Strongly in the plus column was, of course, the legendary 3.4 mile road course which offers just about everything you could ask for, as either a driver or a spectator. It was also a known quantity because we've been either spectating or racing at The Glen for the past twenty-five years.

One of the brightest spots appeared at the very first planning session we had with the track, back in February of 1983, when two feet of snow covered the ground. We've held conventions at more than a dozen tracks over the past seventeen years and none of them had a more positive or helpful staff than Watkins Glen. When we plan a SAAC convention we have a pretty good idea of what we want and what we need. We don't expect the moon, but in the past we've encountered track personnel who, when we've asked for something a little out of the ordinary, seemed to expend more energy coming up with reasons why it

just couldn't be done — instead of trying to find a way to do it. The people at Watkins Glen were a dream to work with. They could not do enough for us.

On the downside, the area surrounding Watkins Glen had plenty of hotels... but no large ones. When we approached them and inquired about group discounts and special security most told us they weren't interested. They would have 100% occupancy during that time of the year anyway, so why bother with our special require-

ments? The hotels that did agree to cut their rates and provide additional security weren't necessarily the ones which were closest to the track. So going into SAAC-18, the hotel situation could have been better.

One of the things we've learned in holding the past few conventions at a race track for the entire duration is that being out in the sun all day takes its toll, and by the end of the day very few people want to rush back to a hotel, clean up, eat dinner and then rush to attend some type of evening function. The fact that this year's hotels were spread out, and that none of them could accommodate parking for a thousand-plus people, just about eliminated any type of off-site evening program. The best solution was to hold the Saturday evening program at the track. If we started things about 4 p.m. we could probably get everybody out of there by sundown.

The convention actually got going on Wednesday. Lauren Fix has been putting on driving schools at The Glen for SAAC members (and others) in the western New York area for years. She organized a "Driving Ambitions" one-day school for Wednesday and the 120 spots were gobbled up quickly. About half the "students" would either be driving on a race track for the first time or driving the Glen for the first time. The rest just wanted the extra day of track time, proving there's no such thing as too much of a good thing.

While the driving school was going on, convention participants were checking in and those who signed up to run on Thursday were heading their cars through SAAC's tech inspection. Once again the high quality preparedness of the cars was evident as only a handful were sent back for minor repairs before being passed. Only one car was rejected but it was someone who showed up at the last minute and wanted to buy a spot from someone else who wasn't able to run. Unfortunately, the open track wanna-bee hadn't spent any time preparing his car and The Glen is the wrong place to take an unprepared car and attempt to go fast. So he was flunked.

Ford Motor Company supported SAAC-18 in spades. Neil Ressler, Director of Engineering, Bruce Cambern, Chief Engineer of Stamping and Assembly and Rex Greenlade, Director of Public Affairs were on hand and they brought a bunch of interesting cars. Ressler had his Roush-powered AC MK IV and Cambern is the origi-



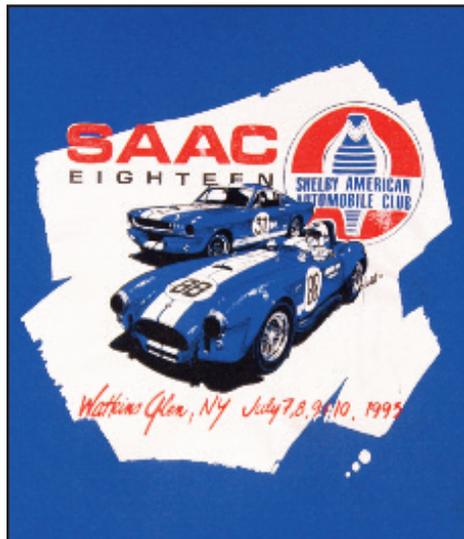
Watkins Glen, NY July 7, 8, 9 + 10, 1995

After a couple of years of neglect the track underwent a change in ownership in 1983. One of the largest businesses in the area, Corning Enterprises, partnered with International Speedway Corporation (the owner of Daytona International Speedway and NASCAR). The result was a massive influx of cash that was used to upgrade and update the track. Several safety features were incorporated, leading up to the Glen's inclusion into NASCAR's schedule in 1991. Ford became a corporate sponsor, furnishing the track with safety and maintenance vehicles. The blue Ford oval was featured prominently around the track. This was yet another aspect that we saw as a welcoming attribute.

Over the years the number of hotels in the area had grown and while there was no single facility large enough to accommodate everyone attending the convention, there were a wide variety of places that could meet everyone's tastes and wallets. All were within easy driving distance of the track. Not having a facility with a large enough ballroom to allow a sit-down dinner, it was an easy decision to use one of the track's garages and have the meal catered. That made it convenient because everyone was already at the track.

Carroll Shelby confirmed that he would be there and said he would be happy to give rides in return for donations to the Shelby Heart Fund. He left the details to us and we set up a lottery to chose 25 winners from about 1,000 pre-registrants. Shelby flew in, arriving at 9 pm. on Friday. Colleen and I went to meet him at the airport without fanfare. We were back at the Radisson Corning hotel by 10 p.m.

We chose Hal Keck's 427 A/P national champion, CSX3008, and Mark Donohue's R-Model, 5R105 for the SAAC-18's logo. Since both cars were blue we decided to depict them on a blue shirt. Ed Gullett created the artwork.



nal owner of CSX3170, which had just completed a total restoration. They also brought a good representation of Ford performance hardware to be put through its paces: a couple of Mustang Cobras, a Mustang Cobra R-Model, a Lincoln MK VIII, an F-150 Lightning pick-up and a small, green British Ford Escort RS200 rallye car which evoked the same response from virtually everyone who got a few laps, courtesy of Mr. Greenlade: "Why can't Ford offer something like this here?"

Friday was virtually a carbon copy of Thursday. The open track ran like a well-oiled Rolex thanks to the efforts of SAAC Board Member Tom Georgalos and his experienced lieutenants from NorCal, Forrest Straight and Don Odiorne. Our goal was, of course, to maximize track time for everyone and there were very, very few delays.



Open Track Czar Tom Georgalos holds everyone's attention at the driver's meeting as he tics off the do's and don'ts. His no-nonsense approach is one of the keys to the convention open track's success — which we measure by the lack of incidents. The payback for everyone's following instructions is maximum track time.

While the 150-odd cars were heating up the track there was non-stop action in the swap meet, which was about fifty feet away from the pit area and ran its entire length. Chances were, if you needed something you could find it there. Agreeing on a price was something else, again. SAAC has attracted a fairly large following of automotive artists and they were located under a large tent in the corner of the parts swap area. Everything from posters to original illustrations to large and small sculptures were available. Interest was high.



Ford's Rex Greenlade is not your average automobile executive. Actually, he's more comfortable sitting behind the wheel of a race car wearing Nomex than he is behind a desk wearing a three-piece suit. He lost count of the number of laps he made with the Escort RS200 European rallye model. It was a cross between a skateboard and a formula car, and was faster than a small block Cobra. A couple of hot laps left each passenger with a yard-wide smile. And Rex took a lot of passengers!



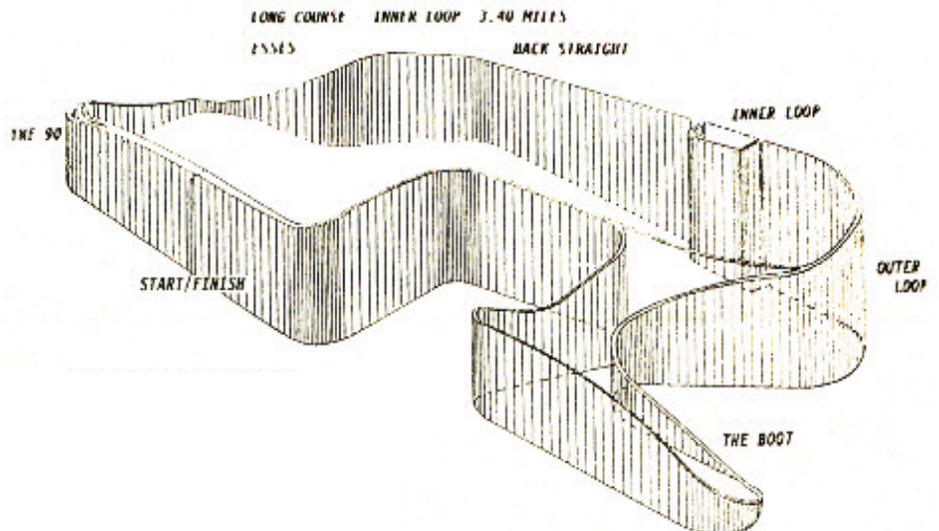
One of our favorite sights at SAAC-18 was John McComb's '67 Shelby Trans-Am racer. McComb purchased it new from Shelby American in 1967 and raced it to several Trans-Am victories. He never sold it. Two years ago he completed a long term restoration and had a taste of vintage racing. He used SAAC-18 to reunite his original mechanic, Terry Doty, with the car and also to put his son Jeff behind the wheel.

Jerry Pitt, editor of *Mustang & Fords* magazine, came up with a terrific idea and asked SAAC to take the ball and run with it. He proposed we hold a silent bid auction at SAAC-18 to benefit the Shelby Heart Fund, and got the ball rolling by donating the original artwork from one of his magazine's covers (a painting of Carroll Shelby). We came up with an additional thirteen rare and valuable items, mostly by browbeating some of the more notorious literature and memorabilia collectors in the club, and they were all on display at SAAC Registration for the run of the convention. To make a bid all you had to do was add your name to the bottom of the list and indicate an amount higher than the highest bid listed. Like dogs mark-



28

The SHELBY AMERICAN #62





A very popular activity at the convention were the rides given by Carroll Shelby. It seemed appropriate that the car be a Cobra and Shelby was quick to agree. Three years after his heart transplant, he did not lack energy or enthusiasm. He gave good rides on the Glen's 3.6-mile course. How do we know that? Because he went through cars like they were throw-aways. He started off in Jack Browning's CSX3197 but after about a half dozen laps the brakes started to get spongy. There was no time to go hunting for a replacement and another black 427 was parked right behind it in the hot pits. The owner was Arnold Mantillia, a SAAC member and friend who owned the Ford dealership where we got our F-150. Shelby didn't have time to look the car over and he didn't realize it was a fiberglass-body Contemporary. He changed cars like the endurance driver he used to be and his passenger jumped in (so happy to be in a car Carroll Shelby was driving it wouldn't have mattered if it was a golf cart). After a few laps Shelby was back, pointing to a pegged water temperature gauge. There was still a line of lottery winners we could not turn our back on, so we put Shelby in a car we had no doubt would be reliable: 5R098. And who would complain about getting a ride in that car with Shelby at the wheel? One winner described it as "a real Win-Win situation." After the last ride Shelby was asked how the car ran. "Good," he said. "But it seemed to take an awful long time to get from 8 to 8500 rpm" with a wide smile.

# YOU WON!

Congratulations! Your name was one of 25 chosen at random from among 1,100 SAAC-18 entries and you will receive a ride with Carroll Shelby at the National Auto Show. The ride will start on Sat. 4/4. Carroll will be able to have his 427 Cobra at the Glen's but we are unable for him to drive any of our cars. Please contact the Glen's office at 404-444-4444 for more information. We will also have a special prize for the winner of the SAAC-18. We will have a special prize for the winner of the SAAC-18. We will have a special prize for the winner of the SAAC-18.

1. If you are unable to attend the convention, in order to stay at SAAC-18 registration inside the track, it will be open all day Wednesday, Thursday and Friday, starting at about 7 am. Tell them you're one of the lucky winners. They will look you over as a VIP.

2. We are requiring that all winners make a \$50 donation to The Shelby Shark Fund. Cash or check checks are OK. The Shelby Shark Fund will be the only winner. SAAC-18. The donation is for Shelby at The Shelby Shark Fund is a separate Public Benefit Corporation, Chartered CO. #92-424-8623 and the money collected goes to pay for shark research for habitat children.

3. You will also have to sign a release and waiver at that time. It's the usual legal boilerplate, specify we don't own the car and we don't warrant anything. We will have a special prize for the winner of the SAAC-18.

4. The ride will begin at 8 am on Friday morning. All you'll have to do is show up at the Glen's at 8 am and the ride will be the same. Carroll will be at the Glen's. All you have to do is get on the line. The track is 3.6 miles long and the ride will drive your car like a real race car and a half marathon. We will have a balloon for you. If you would like photographs or a video of the ride, please contact the Glen's office at 404-444-4444.

IF YOU WANT TO BE ABLE TO RACE IT... we would appreciate knowing that immediately so we can have a ride on the track. We will have a special prize for the winner of the SAAC-18. We will have a special prize for the winner of the SAAC-18. We will have a special prize for the winner of the SAAC-18.

We need to sign off by telling you that this will probably be a memorable convention for you!

Probably not, but you can't!

Rick Kiser



ing their territory, certain people started off the bidding to indicate where their interest was, but things were sluggish until about an hour before the bidding officially closed at 3 p.m. on Saturday. Then it looked like feeding time in the shark tank after a long fast. A can of Pit Stop deodorant went for \$160. An original Ed Gullatt illustration of a Daytona Coupe, matted with a Shelby American company check originally made out to Dave MacDonald and Bob Holbert (the car's original drivers) brought \$655. Two notebooks of Shelby American company checks (50 checks in each, made out to just about everyone who worked for Shelby, like Pete Brock, Al Dowd, Phil Remington, Dan Gurney and Phil Hill) found a buyer willing to pay \$775 for each one. And an original illustration of Ken Miles by Bill Neale, matted with a Shelby check made out to (and endorsed by) Miles went for \$925. Between the silent bid auction, the lottery for rides given by Carroll Shelby and a two-hour autograph session, a total of \$6390 was happily turned over to the Shelby Heart Fund.

Car show activity began just after sun up when a lot of cars were rolled out of their enclosed trailers for the first time that weekend. Both concours and popular vote entries were headed onto the Glen's pit and front straights. By about ten o'clock it was wall-to-wall stripes. More than one person commented that there were just too many cars to see in one day. While it was impossible to put an actual number on the cars at SAAC-18, one thousand, give or take a few, would come very close.

By 3 p.m. people were beginning to load up. The evening program was held in the garages and the buffet, which could only accommodate 800 people, was sold out. Following dinner the winners of the silent bid auction were announced and their spoils were distributed. Carroll Shelby personalized each item. There was a long list of special guests who had attended the three days and most were happy to say a few words. Among them were Messrs. Ressler, Cambern and Greenslade from Ford, Cobra team drivers Lew Spencer and Bob Johnson, GT350 Project Engineer Chuck Cantwell, independent Cobra driver Mel Wentzel and independent Trans-Am driver John McComb. Carroll Shelby capped the festivities. He was



"Sure, I'll give rides again this year..." promised Carroll Shelby. Logistics prevented him from bringing his own 427 Cobra R/C, but it wasn't too difficult to line up some leaner Cobras for him to drive. Steve Mantilia was one of the 25 lottery winners (chosen at random from a pool of about 1000 pre-registered... chances of winning were 1 in 40) and he got his ride in his ERA 427 belonging to his father, Arnold. Shelby also drove Bill & Bud Jones' CSX3102 and Jack Browning's CSX3197 but the sun beating down on him in the open cars finally drove him to something with a roof on it, so he commandeered 5R098.

all at once proud, humble and feisty — as only Carroll Shelby can be. It is obvious he enjoys each convention more than the last and truly cherishes the time he is able to spend with club members. He was presented with an Australian felt Acubra hat by three cousins who had traveled from Australia to be at SAAC-18 and to meet him. He wore it the rest of the night, commenting that Stetson no longer makes the hat which had become his favorite.

The convention ended, as they always do, with the presenting of trophies for popular vote winners. Popular Vote Chairman Vincent Lisika

announced the long list of names to intermittent cheers and applause. The winners are always a surprise because everyone who votes does so for their own personal reasons. Concours winners were announced by Concours Chairman Steve Yates but trophies are no longer given out at the event because each is engraved with the car owner's name and the car's serial number, so they get mailed later.

Suddenly SAAC-18 was all over. Like any event which is so enjoyable that no one really wants it to end, people seemed to linger, as if searching for an excuse to stay a little longer. Anything, so as not to break the spell.



The SHELBY AMERICAN #62





Having all three of the 1966 LeMans GT40 MK IIs that took part in the famous photo finish parked next to each other was a once-in-a-lifetime photo opportunity.



The three MK IIs not enough? Then how about one of the six Daytona Coupes and the one-of-one 427 Super Coupe?



## SAAC-18 POPULAR VOTE WINNERS

### BEST COBRA

Lynn Park, LaCanada, CA - 289 nodder

### BEST SHELBY

Pete Waydo, Columbus, OH - 70 GT350

[Note: Best Cobra and Best Shelby are the cars with the highest total number of votes received.]

### 260/289 COBRA

1st - Mike Poppell, Wilmington, DE  
2nd - Harvey Gordon, Sharon, MA  
3rd - Rob Bond, Blossburg, PA

### 289 COBRA COMPETITION

1st - Lynn Park, LaCanada, CA  
2nd - Fran Kress, Pittsburgh, PA

### 427 COBRA

1st - Phil & Judy Spald, Jamesville, NY  
2nd - Dennis Blocker, Lehighton, PA  
3rd - Jack Browning, Roanoke, VA

### 427 COBRA COMPETITION

1st - Howie Landau, Glen Rock, NJ  
2nd - Bill & Bud Jones, Roanoke, VA

### 1965 GT350 R-MODEL

1st - Hank Connor, Lawnsboro, GA  
2nd - Fran Kress, Pittsburgh, PA  
3rd - Buddy Belzer, Rapid City, SD

### 1965 GT350

1st - Gary Duprez, Smithtown, NY  
2nd - Peter Klutt, Milton, Ontario, Canada  
3rd - Len Cotton, Damascus, MD

### 1966 GT360

1st - Richard Klein, Yorkdown Heights, NY  
2nd - Jay Bantley, Woodstock, CT  
3rd - Ron Kaminsky, Woodford, PA

### 1965 GT360 HERTZ

1st - Al & Karen Lyman, Uncoesville, CT  
2nd - Rod Pazzano, Swarthmore, PA  
3rd - Jerry Sullivan, Indianapolis, IN

### 1967 GT350

1st - Walter Eisenstark, Yorkdown Heights, NY  
2nd - Lawrence Holt, Philadelphia, PA  
3rd - Nicholas Vastardo, Smithfield, PA

### 1967 GT500

1st - Dave Rudy, Binghamton, NY  
2nd - Kenny Beers, Fresh Meadows, NY  
3rd - Bob Cannon, E. Wareham, MA

### 1968 GT360

1st - Ralph & Betty Nelles, Pictou, Ontario, CN  
2nd - Dominic Ciliberto, Roslyn, PA  
3rd - Brian Crossman, Tillsonburg, Ontario, CN

### 1968 GT500

1st - Steve Trevisan, Broomall, PA  
2nd - Richard West, Hummelstown, PA  
3rd - Diana Louise Dulles, Roslyn, PA

### 1969 GT500KR

1st - Jeff Bellamy, New Milford, CT  
2nd - Stephen & Heidi Jones, Freedom, NH  
3rd - Nick Egloni, Milton, Ontario, Canada

### 1969 GT350

1st - Gordon & Cheryl Dinger, Clifton Park, NY  
2nd - Dennis Lowy, Columbus, OH  
3rd - Gary Austin, Guelph, Ontario, Canada

### 1969 GT500

1st - Frank Reynolds, Grand Prairie, TX  
2nd - Ray Miller, Phillipsburg, NJ  
3rd - Russ Balceman, Moonachie, NJ

### 1970 GT350

1st - Pete Waydo, Columbus, OH

### 1970 GT500

1st - Daryl Tilton, Holcomb, NY  
2nd - Richard Wert, Hummelstown, PA  
3rd - Joe Dine, Bridgewater, NJ

### SHELBY COMPETITION

1st - Larry & VM Pond, Chandler, AZ  
2nd - Wayne Blue, Stephentown, TX

### FORD GT40

1st - Fran Kress, Pittsburgh, PA

### TIGER

1st - Ron Fraser, Rochester, NY  
2nd - Al Lwush, Webster, NY  
3rd - Ned & Grae Scudder, Pennington, NJ

### TIGER COMPETITION

1st - Geoff Dyd, Alexandria, VA

### PANTERA

1st - Tom & Patty Shreiner, Hughsville, PA  
2nd - Ken Culbertson, Columbus, OH

### PANTERA COMPETITION

1st - Richard Lazzola, Kendall, NY

### AC MK II

1st - Larry & Tawnya Thomas, Zionville, TN

### BOSS 302

1st - Bill Prohrikey, Bethlehem, PA  
2nd - Bob Deley, Middletown, PA  
3rd - Richard & Carolyn Guyer, Burnt Hills, NY

### BOSS 351

1st - Robert Hahn Sr, Westminster, MD

### BOSS 429

1st - Jim Hycner, Derby, NY  
2nd - Liam Doyle, Wolcott, CT

### 1965-1966 MUSTANG

1st - John & Linda Chezan, Albion, NY  
2nd - Scott & Kim Shreiner, Carlisle, PA  
3rd - Mike Vapita, Baltimore, MD

### 1967-1970 MUSTANG

1st - Mark Boldai, Brewster, NY  
2nd - Ian Harding, Swanton, VT  
3rd - Rick Miller, Endicott, NY

### 1971-1978 MUSTANG

1st - Sylvain Portier, East Broughton, MA  
2nd - Arthur Heister, Glendale, NY

### 1979-1985 MUSTANG

1st - David White, Charenton, NJ  
2nd - Doug Pagos, Binghamton, NY  
3rd - Richard Tweedie, Clinton Township, MI

### 1967 - 1969 MUSTANG

1st - Lynda Martin, Bethshem, PA  
2nd - Andrea Frank, Interlaken, NJ  
3rd - Tim Shoecraft, Bedford Hills, NY

### SPECIAL INTEREST

1st - Michael Caputo, Bayville, NY  
2nd - Randy Daliso, Clyde, NY  
3rd - Dick & Karl Woodring, Avondale, PA

### SPECIAL INTEREST EXOTIC

1st - Mike Poppell, Wilmington, DE  
2nd - James Holden, White Plains, NY

### COBRA KIT CAR

1st - Steve Jacques, Greenville, RI  
2nd - Paul Fustli, Chester, CT

### SHELBY DODGE

1st - Mark Rhodes, Baltimore, MD  
2nd - Ray Christ, Toward, PA

30

The SHELBY AMERICAN #82





There was a race to get back to the Radisson Hotel every afternoon after the track activities wound down. The winners got to park in the plaza behind the hotel. It was photo-op city.

The hotel was filled with conventioners, packed into the restaurant and bar on the ground floor. Virtually all were oblivious of the fact that Carroll Shelby was walking among them. We checked him in at the registration desk and then moved to the elevator. I had his suitcase and a suit bag; Colleen carried his small bag. Nobody was in the elevator's landing when the bell dinged and the doors opened. A guy in a Cobra t-shirt was coming out and when he saw Shelby he did a double-take and stepped back into the elevator. We rode up to the third floor and the guy was obviously tongue-tied. Before the doors opened he stretched out his hand to Shelby and said something like, "I'm honored to meet you, sir."

Shelby smiled, shook his hand, and said "Ahm glad to meet you, son." We left the elevator and headed down the hall towards his room. The guy stood there, seemingly in shock, as the elevator doors closed. The following day I happened to overhear him, out at the track, telling someone about his experience. "Guess what? Last night I was in the hotel elevator with Carroll Shelby, his secretary and his valet."

## SAAC-18 CONCOURS WINNERS

### COBRA

Premiere - Steve Juliano, NY - CSX3329\*  
Silver - Dave Emerson, OH - CSX3342

### 1965 SHELBY

Gold - David Loebenberg, FL - 5S238  
Bronze - Walter Walls, MA - 6S127\*

### 1966 SHELBY

Premiere - John Brown, OK - 6S2346  
Gold - Dale Pyme, NY - 6S1188  
Gold - Dave Trucks, MI - 6S378  
Silver - Sam Pampenella, FL - 6S2376  
Silver - Jonathan Halsey, NH - 6S562

\*Also showed in Survivor Class

### 1967 SHELBY

Premiere - Bob Gaines, MD - #0001  
Silver - Tom Daniel, TX - #0704  
Bronze - Howell Hooper, AL - #1386

### 1968 SHELBY

Premiere - Gary German, NY - #4037  
Premiere - Rodney Harrold, OH - #2267  
Premiere - David Yanoff, PA - #2299  
Gold - Ernest Moegelin, MI - #3908  
Silver - Patrick Cassio, NY - #0208  
Silver - James Sole, MA - #2138  
Silver - Bill Woolsey, NY - #2077  
Bronze - Mike Yoder, PA - #3484

### 1969-1970 SHELBY

Gold - Stephen Coray, MA - #0267  
Gold - Jim Osborn, GA - #2840\*  
Silver - Henry D'Amico, NY - #2116  
Bronze - Richard Mollo, NY - #1003

### TIGER

Silver - Wally Swift, MD - B382000238\*

### COMPETITION

Premiere - Ken Quintenz, OH - CSX3026  
Premiere - Bruce Lustman, CT - CSX3008  
Gold - Ed Ulyate, VA - CSX2093  
Gold - Craig Smith, WA - 5S207  
Gold - Paul Zimmers, MD - 5R106

SURVIVOR'S CLASS - CHARIMAN'S CHOICE: George Hodges, NY - 6S1399.



COBRA, Premiere  
Steve Juliano, CSX3329



1966 SHELBY, Premiere  
John Brown, 6S2346



1967 SHELBY, Premiere  
Bob Gaines, 67200F5 0001



1968 SHELBY, Premiere  
David Yanoff, 8T03R201745-02299



1968 SHELBY, Premiere  
Gary German, 8T03R213311-4037



1968 SHELBY, Premiere  
Rodney Harrold, 8T02R201713-02267



COMPETITION, Premiere  
Ken Quintenz, CSX3026



COMPETITION, Premiere  
Bruce Lustman, CSX3008



1965 SHELBY, Gold  
David Loebenberg, 5S238

The SHELBY AMERICAN #62

31



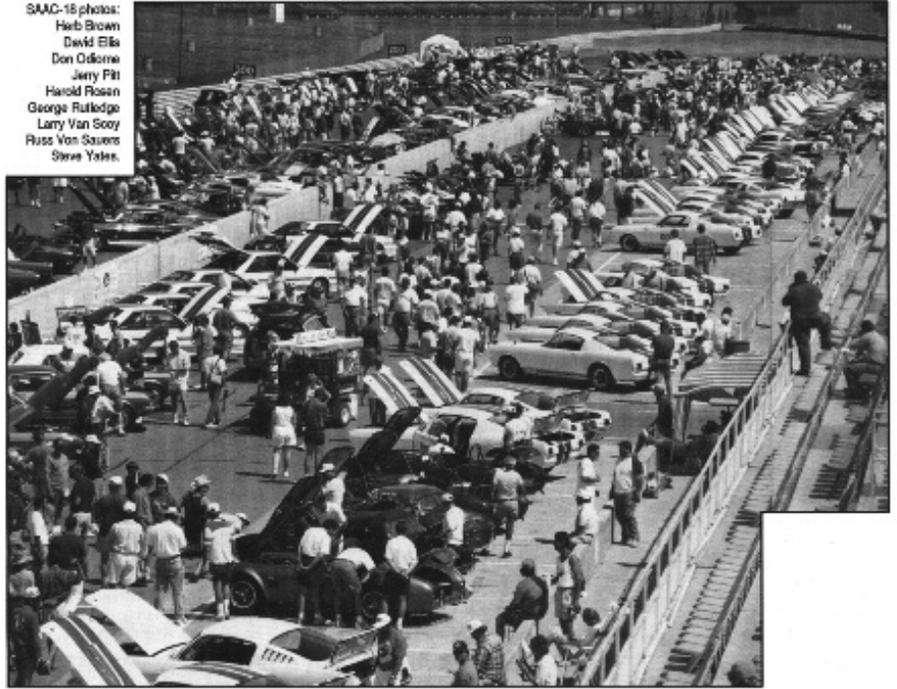
The weather at Watkins is always a big question mark. If you're coming to the track during a race weekend you'll get a clue of what to expect because as you get close to the track, locals have set up roadside stands to sell either ice or firewood. At SAAC-18 it would be ice.

On, Wednesday, before the convention actually began, SAAC members Lauren and Paul Fix put on a "Driving Ambitions" school at the track. It was a perfect opportunity for those who had never driven the Glen to learn the track as well as for those "not-enough-track-time" moaners. The school included classroom instruction, in-car instructors and plenty of track time.

Thursday and Friday were consumed by typical convention activities: the swap meet and open track. The track was immensely popular, with more than 150 cars participating on one of five different run groups on the two days. The swap meet area was wall-to-wall parts and associated trivia, but those who had attended most previous conventions might note that the walls were slightly closer together. No surprise because after eighteen years, how many "spare" parts could still be left? Garages, attics and basements were pretty much picked over. However, as the supply of NOS and used parts dwindled they were replaced by a seemingly limitless supply of reproductions. The Internet would change all that, but not in 1992.

On Thursday evening we scheduled the annual concours judges' meeting out at the track. It's necessary because SAAC judges don't remain the same from year to year. Head judges try, very hard, to be at each convention but not all individual judges are able to attend every convention. Also scheduled were Tech Tables because, well, that's what conventions are all about. Sharing information is important.

SAAC-18 photos:  
Herb Brown  
David Ellis  
Don Osborne  
Jerry Pitt  
Harold Rosen  
George Rutledge  
Larry Van Soren  
Russ Van Sorens  
Steve Yates.



Carroll Shelby

John McComb

Chuck Cantwell

Bruce Cambern

32

The SHELBY AMERICAN #62



We left Friday evening free because there is a need to socialize at conventions. In some cases, people from various areas of the country are only able to get together once a year. Conventions are the equivalent of a family reunion.

Saturday was car show day. There were some changes in the concours judging. Concerned with the increasing number of cars being restored, we instituted a Survivor's class to help persuade owners of unrestored cars to keep them that way. We foresaw the day when all cars would be restored and there would be no evidence of how they were when they left the factory. To put that day off, standards were established which allowed cars which were mostly original to be displayed. Each one would win a "Chairman's Award" and be encouraged to be brought to future conventions. Fifteen survivors were displayed and thirty cars were awarded Premiere, Gold, Silver or Bronze concours awards.

The popular vote show was massive, filling the track's entire front straight as well as the hot pits. A record was set in the number of 1965 R-Models that were brought to the convention. There were ten of them, and in the intervening years that record has not been broken.

In the afternoon one of the track's long garages was cleared so the caterer could set up tables and chairs and begin creating serving lines for dinner. The garage was filled to capacity—800—and every dinner ticket was sold. Those who waited too long were forced to stand in the garage's doorways. Ten special guests spoke but the one everyone wanted to hear was Carroll Shelby. Of course.

One of the special activities was a silent bid auction, with proceeds going to the Shelby Heart Fund. Some really neat stuff was auctioned off, with winners smiling and everyone else drooling.



Rex Greenalade

Neil Reesler

Bob Johnson

Lew Spencer

The SHELBY AMERICAN #62



# CONCOURS COMMENTS

- Steve Yates, Concours Chairman

## REVISIONS REVIEWED

Issues #60 and #61 of *The SHELBY AMERICAN* reviewed several areas under consideration for Concours rules revisions. It also presented the concept of establishing a class for "Original/Unrestored" cars. The Head Judges met to discuss all aspects of the Concours, from the basic philosophical approach to the proposal to add an Unrestored class. Issue #44 of the *Snakebite Bulletin* started attendees of the late changing revisions that would be applied for SAAC-18 at Watkins Glen.

## SURVIVOR CLASS ESTABLISHED

With little advance fanfare but with overwhelming member approval, we added the Survivor Class to the Concours. This class will include all of the other models established for Concours entries, grouped together as one class, and meeting the general definition of "Original/Unrestored." We need to have further review of member entries in this class before we can establish a clear definition, but the concept is the critical issue at this point. The current definition for this class is:

- minimum 50% original paint
- original interior & original wiring
- no restoration performed (only repair or service work)
- normal wear replacement items acceptable (battery, filters, tires, etc.)

Each entrant would receive a "Survivor Participant" award. This class will NOT receive the detailed judging evaluation given the other Concours classes. Its purpose is to provide recognition for these cars in order to retain their remaining degrees of authenticity. There may be additional awards, such as Judges' Choice: Best Paint, Best Interior, Best Interior, etc. and a Chairman's Choice Award. We look forward to a large turnout at SAAC-19 in Indianapolis.

There were 15 Survivor entries for the initiation of the class at Watkins Glen. Four of the Survivor entries were also in the regular Concours judged classes and each won a judged award. The Chairman's Choice award was won by George Hodges' 651399. Too ill to drive himself, George rode in the right seat with his wheelchair folded up on the package shelf while his wife took the wheel. The car was obviously well used and

maintained but not primed as a "show car." Everyone could appreciate the love affair with their car and the club that the Hodges' expressed by bringing 651399 out to share with us all in the Survivor display when it would have been so easy to simply say it wasn't worth the effort. The torrid heat wave turned out to be too much as the day wore on and the Hodges had to leave early. The enthusiasm, friendship and sharing their pride in ownership captured our vote as it reflected the real spirit of the Survivor Class.

The Survivor entries were:  
 289 Cobra, C5E2312 - Larry Greenberg, NY  
 427 Cobra, C5E3129 - Steve Juliano, NY - Premier  
 Y6 GT358, 65191 - Craig Casley, CA  
 Y6 GT358, 55127 - Walter Walk, MA - Bronze  
 Y6 GT358, 657353 - Raul Barson, NY  
 Y6 GT358, 651399 - George Hodges, NY  
 - Survivor Chairman's Choice  
 Y6 GT358, 652301 - Earl Marsh, VA  
 Y6 GT358, 65398 - Gary Traversa, NY  
 Y7 GT358, 46234 - Barton Brown, NH  
 Y7 GT358, 42881 - Steve Lyke, NY  
 Y8 GT588KR, 43481 - Ron Robinson, NY  
 Y9 GT588, 42657 - Bruce Farnsworth, ME  
 70 GT588, 82279 - Nathaniel Green, NY  
 70 GT588, 42848 - Jim Osborn, GA - Gold  
 Tiger MK IA, 82378 - Wally Swartz, MD - Silver

## HIGHER POINTS STANDARDS

The elimination of the Senior Division was accompanied by a change from 1st, 2nd and 3rd place awards to Bronze, Silver, Gold and Premier level awards. More significantly, we raised the standard points required to achieve each level of award. While retaining the 2/3 Authenticity, 1/3 Workmanship split on the judging form, the range of points required to attain each award level was raised as follows:

Level	Authenticity/Workmanship	Points Required
Premier	441 / 98%	(was 430 / 96%)
Gold	427 / 93%	(was 405 / 89%)
Silver	405 / 89%	(was 369 / 83%)
Bronze	383 / 85%	(was 315 / 70%)

The Premier level still requires at least 255 (93%) Authenticity points.

These new rules, along with several other changes noted in *Snakebite* #44, worked successfully and were well received at Watkins Glen. The results were 8 Premier, 9 Gold, 9 Silver and 4 Bronze level awards (see sidebar for details). Five cars scored a perfect 300 Authenticity points and one car came within one point of a perfect 150 on

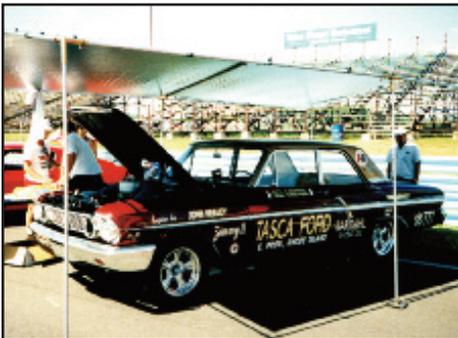
## SENIOR DIVISION DROPPED

The most difficult aspect for the Head Judges to deal with was how to judge early versus late model cars in the Senior Division run-offs. The intention of evaluating all models which had advanced to the Senior Division in order to recognize the "Best of the Best" as a Premier Division winner was



Chairman's Choice in the Survivor's Class went to 651399. George Hodges is the only owner the car's ever had. He purchased it on April 14, 1966.





We never did figure out what was going on in this picture. The Beverly Hillbillies go to a SAAC convention?

### OVERALL POINT AVERAGES — ALL CONVENTIONS

Year	Max Pts	Authenticity	Workmanship	Total	
1993	450	280.4	140.2	420.6	SAAC-16, Watkins Glen, NY
1992	450	253.3	125.5	378.8	SAAC-17, Portland, OR
1991	450	253.3	128.0	381.3	SAAC-15, Charlotte, NC
1990	450	236.1	130.1	366.3	SAAC-15, Dearborn, MI
1989	450	271.9	127.8	400.4	SAAC-14, Pocomo, TN
1988	450	258.9	127.1	386.6	SAAC-13, Santa Rosa, CA
1987	450	278.2	135.5	413.7	SAAC-12, Charlotte, NC
1986	300	190.0	80.0	260.0	SAAC-11, Dearborn, MI
1985	300	174.0	80.5	254.5	SAAC-10, Great George, NJ
1984	300	167.5	77.3	244.7	SAAC-9, Anaheim, CA
1983	300	162.0	74.0	236.0	SAAC-8, Dearborn, MI
1982	300			248.5	SAAC-7, Great George, NJ

### SAAC-18 — WATKINS GLEN — AVERAGES BY CLASS

Class	Authenticity	Workmanship	Total	High	Low
Cobra	258.5	130.8	429.3	430.0	407.5
1965 Shelby	251.8	138.6	420.4	430.2	401.5
1966 Shelby	257.4	145.1	430.5	447.5	417.5
1967 Shelby	251.1	141.4	422.5	448.5	392.7
1968 Shelby	272.5	145.9	418.6	442.5	372.0
1969-70 Shelby	278.8	125.8	415.0	434.0	368.0
Tiger	270.0	134.0	404.0	404.0	404.0
Bone	228.5	95.6	329.1	322.1	322.1
Competition	236.7	140.1	430.0		
Total Averages	250.4	140.2	409.8	444.0	430.05

Workmanship. There was no perfect score of 450. The previous total high score was Skip MacDougall's '66 GT350, 6S189, with 445.5 at Portland in 1992. Two cars bettered that as John Brown's red '66 GT350, 6S2346 score of 447.5 was bettered by Bob Gaines' green '67 GT350, #001, with 448.3 for the highest Concours score ever achieved. Bob lost a partial point because someone convinced his wife the seat belt decal was

wrong and she changed belts while he was helping to judge another class.

### VOLUNTEERS

We could not wrap up the Concours without expressing our heartfelt thanks to the many volunteer judges. Those who were there know how hot it was throughout the entire event. We had hoped to conduct the



Concours Cobras (left to right): Steve Juliano's CSX3329, Ed Ulyate's CSX2083, Bruce Eastman's CSX3008 and Ken Quintenz's CSX3026.

The **SHELBY AMERICAN #82**

Concours in the shade of the grandstands to limit the exhaustion factor for the judges... but alas, it was not to be. As it was, they took frequent breaks for liquid refreshment and gladly accepted ice water-soaked towels offered to wipe their heads and wrap around their necks. That really worked! The Judges:

### COMMITTEES

**DIRT GASTRONOMY** - Head Judge

Craig Conley, CA

Brian Kennedy, MN

### COBRA

Rex Myers, IN - Head Judge

Kim McCarthy, CN

Jerry Miller, IN

### 1965 SHELBY

Paul Ziemer, MD - Head Judge

Dick Harrison, MI

Rich Ouse, OH

### 1966 SHELBY

Paul Ziemer, MD - Head Judge

Ray Koetter, IN

Jim Nance, MO

Dave Fortis, NY

Bill Shannon, ID

### 1967 SHELBY

Larry Thomas, IN - Head Judge

Bill Anzini, NY

Kevin Deers, NY

Rex Pasley, MO

Michael White, NH

### 1968 SHELBY

Mike Skaly, IL - Head Judge

Gary Campbell, WA

Scott Mack, MI

### 1969-1970 SHELBY

Ed Meyer, IN - Head Judge

Bob Gaines, MO

Marvin Waisman, TX

### ROSS MUSTANG

Ed Meyer, IN - Head Judge

Dave Riley, MI

### TIGER

Dirk Gasterland, WI - Head Judge

Eric Gustafson, WI

We also wish to express our thanks to John Guyer and Trish Judson who have helped with the Concours events through the years. They take control in the early morning to direct the traffic flow and parking alignment of the cars, help to check-in the participants, double-check the scores when judging sheets come in, and take photos of all the concours participants. Thanks, too, to Tawnya Thomas for assisting in double-checking the scores to insure accurate addition. To anyone else we may have inadvertently overlooked, our apologies and also our thanks.

**STEVE YATES, Concours Chairman**  
Rt 1, Box 377, Nashville, IN 47447  
(812) 988-7146



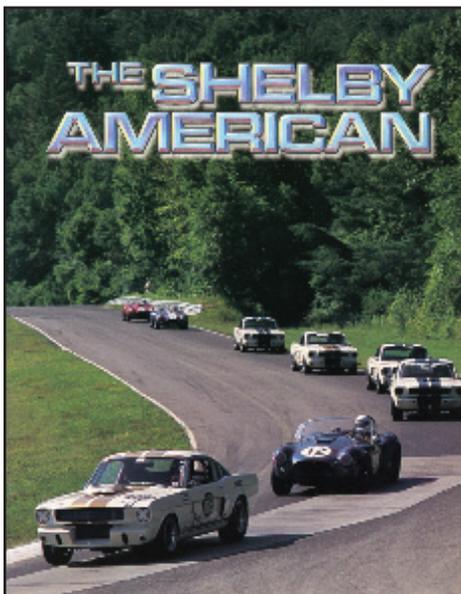
# SAAC-25

## 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!

Probably the peer 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 interest-

ed 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 unaffiliated 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.

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 gnomes 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



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

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 endurance for SCCA IT and ITA cars.

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





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, slid 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 SFP.

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 Ken and Mike Linuma 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 won'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 con-

vention 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 those 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 Barrer, Steele Throckmold, Jerry Schwarz, Mark Pappas, Dadiand, Beraz Kroetzsch, Lew Spencer, Al Dwell, Walt Hulse, Dennis Daly, Mel Wentzel, Bob Johnson, Chuck Cantwell, Tom Flynn, Carroll Shelby, Leo Foshie, Ray Collins, Frank Martin. Bottom row: Bob Offenberg, Frank Lucas, Bob Bozdarant, Deke Hoelgates, Dave Jordan, Tom Yeager, Mike Slaughter, John McCumb, John Merton, J.L. Henderson, Sonny Balocan.

The SHELBY AMERICAN #70



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 Kretschmar
- 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 roll 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.

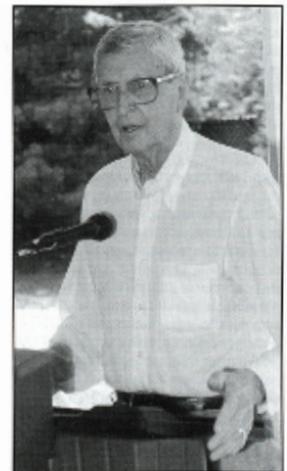
And don't forget the Model Car Contest. There was stiff competition in three classes, based on age: 9 and under, 10-19, and 20 and over. This originally started out as something for SAAC's younger members but when a



Henry Ford II was invited by French officials to be the Grand Marshall at LeMans in 1966. After Ford's dismal failure at the 1966 24-hour event, when the hood bolts on every engine stretched causing the hood to pop in place, 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. HP 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.

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.

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 price 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.

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.

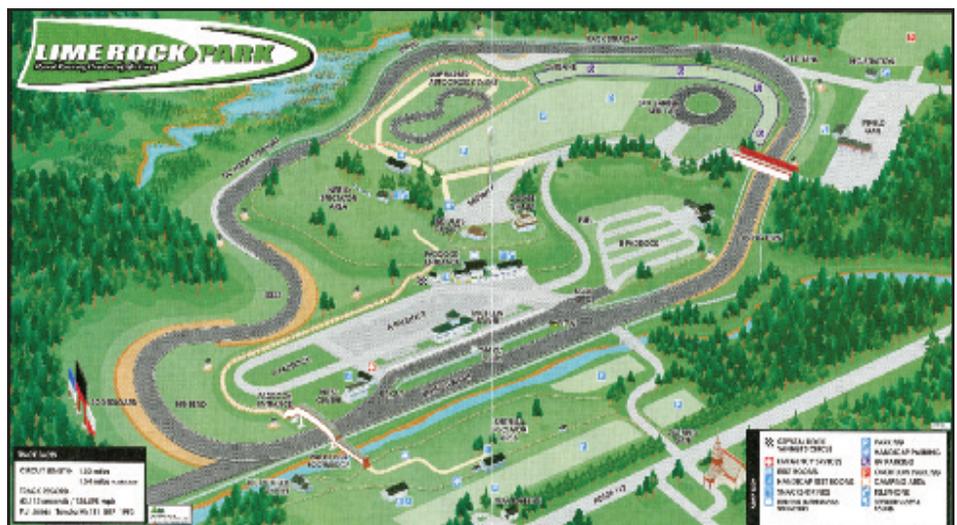
On Sunday the schedule relaxed a little. No one had to be out at the track quite as early, but car show entries started rolling in a little after sun-up anyway. Well, you know how some of these car show people are... Concours cars were parked in a row in the hot pits, in the shadow of Lime Rock's new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

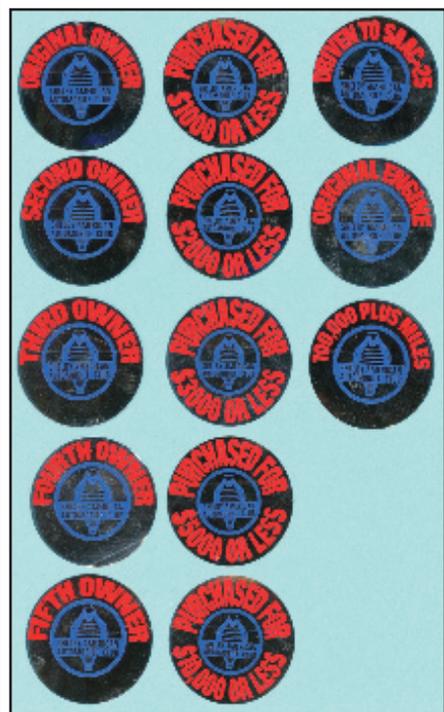


Walt Hane is one of our heroes. In 1966 he won the SOCA BP National Championship in an R-Model. He went on from there to become the SCCA's chief technical inspector for the Trans-Am series in 1967. Today he and his son Chip run EPS Automotive in Evergreen, CO where they specialize in building engines and preparing vintage race cars. They are both active in vintage racing in the Colorado area. When Russ Myers, current owner of SR103, heard that Walt was coming to SAAC-25 he offered to let him drive his old mount. Walt had swapped 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 Laps 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.

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.



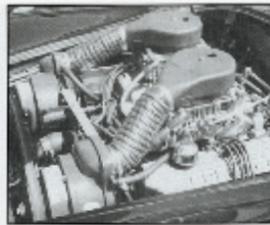
We received word from the creator and namesake of the Griffith, Jack Griffith, now living in Jacksonville, FL that he would like to come to SAAC-28 to partake in the festivities... and to see his old pal Carroll Shelby. We immediately sent him an invitation and helped him find a room at the HQ hotel. Then we asked SAAC member and Griffith owner Leo Santaniello to beat the bushes to make sure a handful of Griffiths were present. He did but at the last minute, Mr. Griffith's restaurant and regrettably informed us that a family matter had arisen which would keep him from traveling north. We promised to invite him to SAAC-28 (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 juggled (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



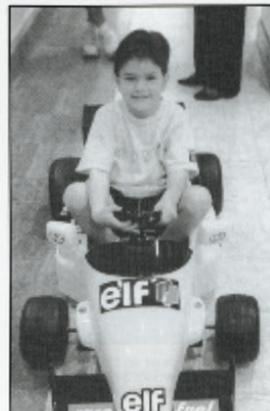
One of our event's sponsors, Elf fuel, brought along a little battery-powered Formula 1 car and donated it to the cause, and at the Saturday night program we raffled it off. Ticket holders had to be 10 years old or younger and as soon as we announced the requirements the stage was stormed by hopeful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

The **SHELBY AMERICAN #70**



SAAC-28 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 Schwanz, Chuck Cantwell, Bernie Kretschmer.

SAAC member David Seale had six of his cars transported to Lime Rock by Intercity Lines: a King Cobra, Hal Kocik's 427 race car, Bob Johnson's R-Model and 888 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 started the parts off of anyone foolish enough to ride with him.

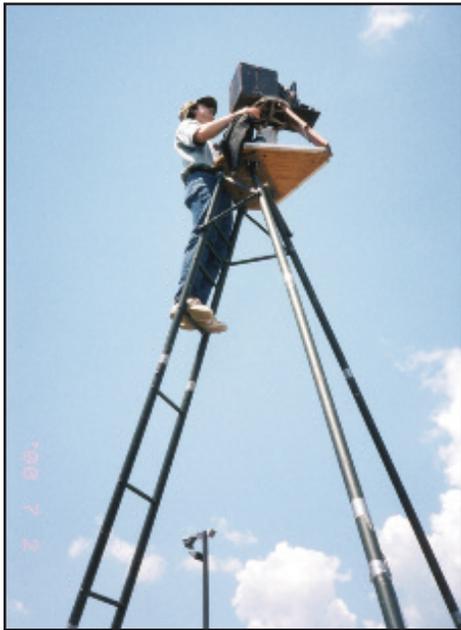


few cases, fourth — rows popped up as more and more cars continued to enter the show.

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.



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



SAAC Operating Director Howard Pardee found himself in demand on Sunday morning, stepping from one interview for *The History Channel* to another one for *Speedsters*. Of course, he insisted that his R Model, S1000, be used as a backdrop when he was on camera. Can you say "cheap theatrics"?

22



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....

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.

Just before 12 noon a large tripod was erected in the hot pits and a 1969-vintage Circuit 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 Glen Shelby who paraded their golf cart right in front of



A lot of members took cast had never seen the very first Cobra, CSX2000. So we asked Shelly if he could park 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!

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 its slow and methodical 180° arc and when it was finished another convention was immortalized in a 10" high by 5' long color photo.

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 microphones. Each had interesting stories which were unique due to their individual perspectives. If

The SHELBY AMERICAN #70



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.

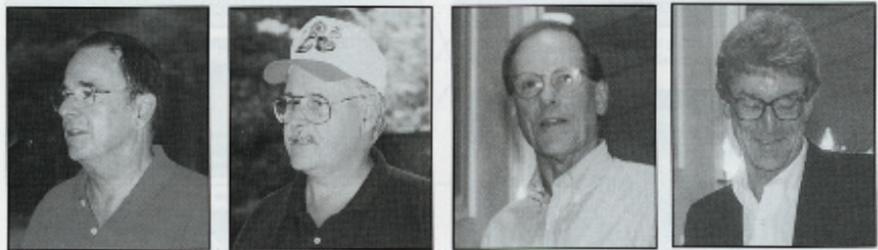
Our Friday-Saturday-Sunday-Monday convention kicked it off with an "arrival day" on Thursday. We scheduled a one-day Skip Barber Driving School, which allowed us access to the track the day before the convention for load-in and early registration and tech inspection. It also allowed those arriving early 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 integral 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 FordCo and became the liaison 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 Murray 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 Dodson 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 Wendell bought a 289 competition Cobra in 1966. It turned out to have been raced by the factory and then by Helm Kerk. He brought along a couple of parts he claimed were little known Shelby American competition options which accounted for the 289's 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 convention 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 Sherston 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 hill-sides 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, Boes 302s and '67 tube frame Roush cars were all represented.

SAAC-25 Photographers: Tony Carlotta, David Ellis, Bill Jenkins, Greg Katsas, Joe Krenner, Randy McKee, Raynor Heller, Lou Santonella, Don Tucker, Eric Trapp.

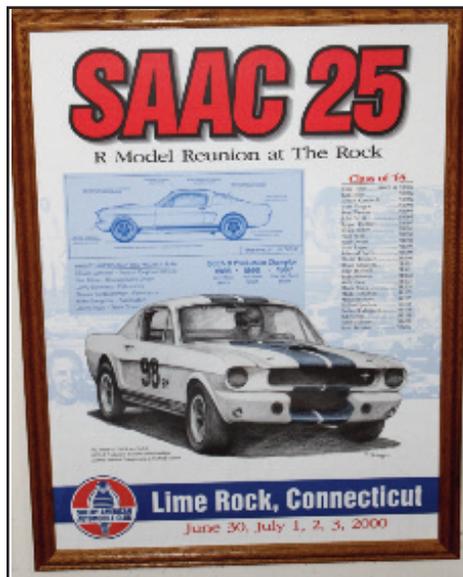
The SHELBY AMERICAN #70



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 Bannan as part of the convention, and SAAC member George Stauffer certainly did his part to make it successful. We counted a dozen of the fifty-lack high rocketeers and there could have been more because it's really hard to tell the differences 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-R 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 not enough that Russ 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.



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



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 as it is today.



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

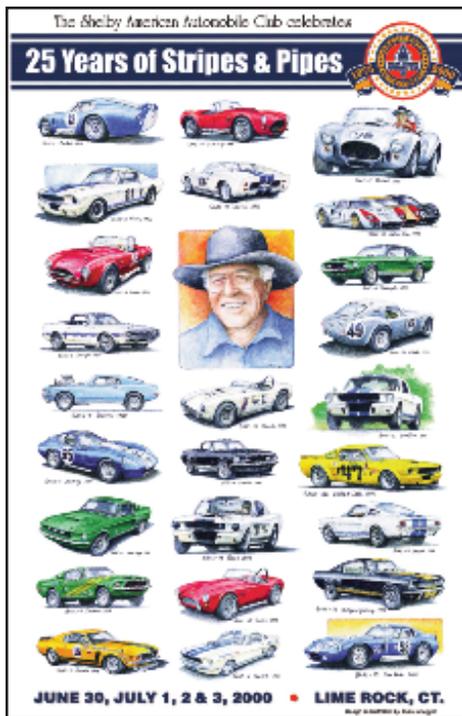


There were more replica Cobens at the convention than real ones... as usual, Bill Neale (who was also on hand) created this Turlington car and it was recently purchased by Rich Kuller of Vernon, NJ for his son Kyle.

24

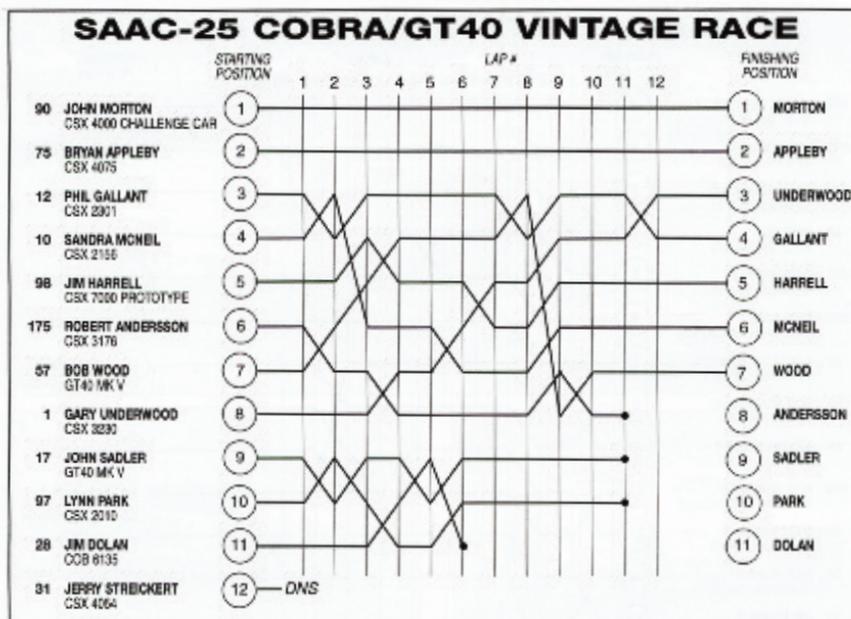
The SHELBY AMERICAN #70





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.

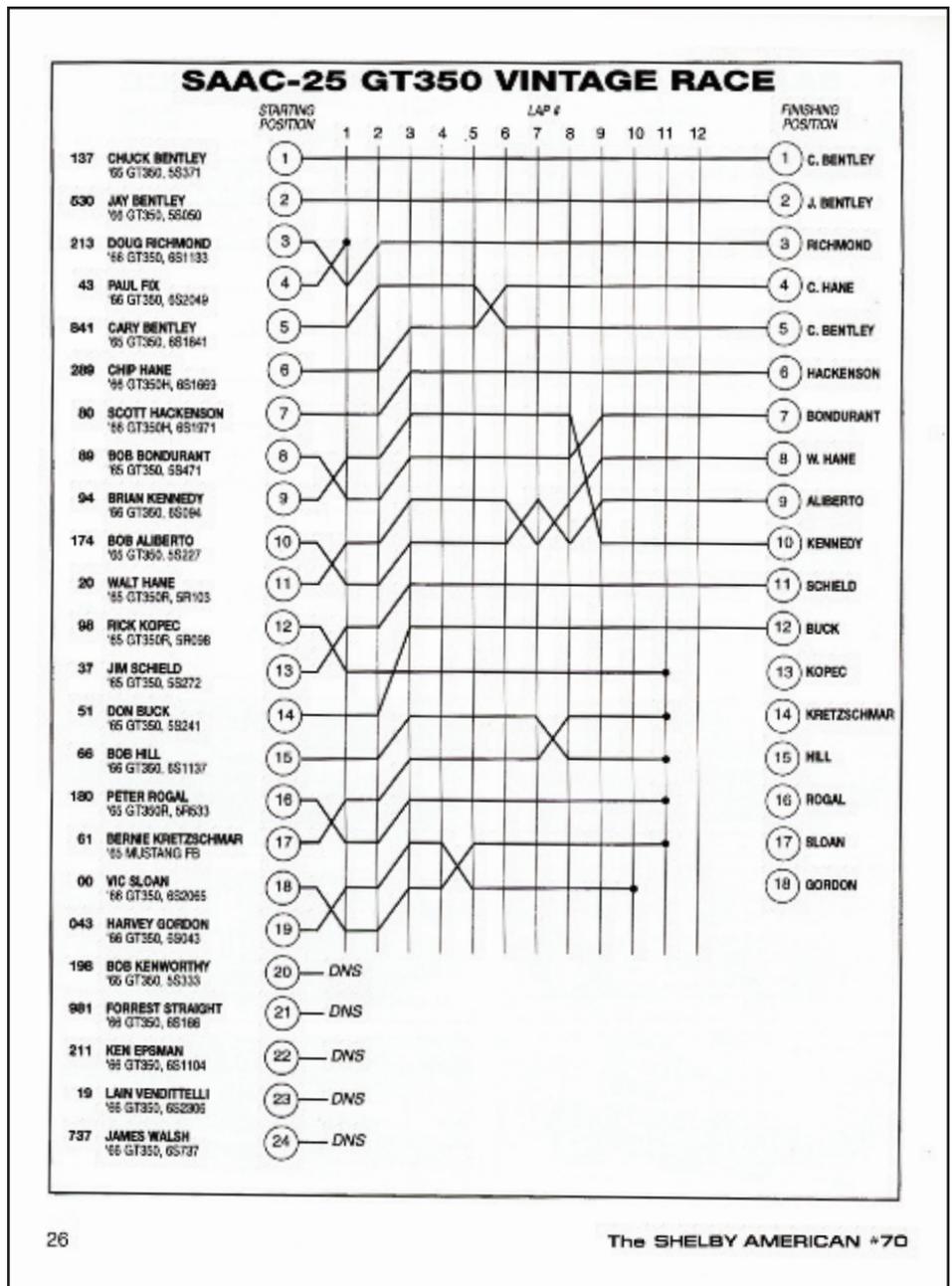


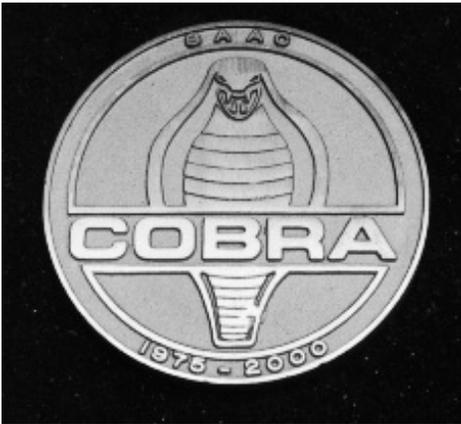
The SHELBY AMERICAN '70



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 preceded 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.



The SHELBY AMERICAN #70





## SAAC-25 TRANS-AM VINTAGE RACE

STARTING  
POSITION

- |     |  |     |
|-----|--|-----|
| 65  | CHRIS LIEBENBERG<br>65 FORD MUSTANG    | 1   |
| 4   | LAUREN FIX<br>69 FORD MUSTANG          | 2   |
| 41  | TERRY BOOKHEIMER<br>70 BUICK 902       | 3   |
| 12  | ANDY KILLIAN<br>67 MUSTANG             | 4   |
| 7   | RAY TURRI<br>65 FORD THUNDERBIRD       | 5   |
| 79  | JULIO GROSSO<br>81 MUSTANG             | 6   |
| 17  | ROSS MYERS<br>67 COUGAR                | 7   |
| 2   | THOMAS BRUMLEY<br>67 MUSTANG           | 8   |
| 33  | CHUCK CANTWELL<br>67 SHELBY MUSTANG TA | 9   |
| 84  | JOE VOLPE<br>66 MUSTANG                | 10  |
| 163 | KEITH DAVIDSON<br>68 FALCON SPRINT     | DNS |

RACE CANCELLED DUE TO RAIN.



28

The SHELBY AMERICAN #70





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 Concoours was one of the best yet. The diversity of the cars entered was excellent. The number of Shelys 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.

Concoours 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 Shelys and competition cars at this year's event. In addition, the number of survive cars presented has been steadily increasing and we hope this trend continues. We would also like to see more early model Shelys.

A terrific turnout of veteran judges from around the country — all of whom possess an encyclopedic knowledge of Shelys — 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 Nochia 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 Myras, Tom Romann and Phil Sullivan; '69-'70 Shelby Head Judge Ed Meyer with Marty Weisman and John Embry; Boss Mustang Head Judge Ed Meyer with Gary Dupres 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 '69 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					SAAC-25 OVERALL POINT AVERAGES					
Class	Authenticity	Workmanship	TOTAL	HIGH LOW	Year	Max	Pos	Authenticity Avg.	Workmanship Avg.	Total
Cobra	265.0	147.5	414.0	474.0 354.0	2000	450	264.4	140.5	404.9	SAAC-25 CT
1956 Shel	277.0	88.8	365.8	365.8 365.0	1963	450	282.4	132.1	414.5	SAAC-04 MI
1957 Shel	270.9	139.8	410.8	425.3 386.5	1968	450	274.5	139.3	422.8	SAAC-26 NC
1960 Shel	278.5	145.2	423.8	437.0 409.0	1967	450	274.5	141.0	415.2	SAAC-22 WI
1969-'70	268.5	148.6	415.0	415.0 415.0	1966	450	273.8	141.6	415.2	SAAC-01 CT
Days	236.4	145.8	382.1	388.5 376.3	1966	450	268.1	139.3	408.4	SAAC-20 GA
Averages	264.4	140.5	404.9		1994	450	266.5	139.7	403.0	SAAC-19 IN
					1993	450	260.4	140.2	402.6	SAAC-18 NY
					1992	450	253.3	129.5	378.8	SAAC-17 OH
					1991	450	265.3	128.0	397.5	SAAC-16 NC
					1990	450	295.1	130.1	396.3	SAAC-15 MI
					1989	450	271.3	127.8	406.4	SAAC-14 PA
					1985	450	258.8	127.1	386.9	SAAC-13 CA
					1987	450	270.2	136.5	411.5	SAAC-12 NC
					1988	300	180.0	83.0	250.4	SAAC-11 WI
					1985	300	174.0	80.5	254.3	SAAC-10 NJ
					1964	300	167.0	77.3	244.7	SAAC-8 CA
					1963	300	162.8	74.0	235.0	SAAC-6 MI
					1962	300			248.0	SAAC-7 NJ

The SHELBY AMERICAN #70



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, Channahou, IL - '70 GT500

### 260/289 COBRA

1st - Mike Populiti, Wilmington, DE  
2nd - Jessica Lindsay, Manchester, NH  
3rd - Bob Cain, Watchung, NJ

### 289 COBRA COMPETITION

1st - Lynn Park, LaCanada, CA  
2nd - David Scafie, Pittsburgh, PA  
3rd - Joe Dina, Bridgewater, NJ

### 427 COBRA

1st - Donnie Blocker, Lehighton, PA  
2nd - David Yanoff, Palmerton, PA  
3rd - Steve Pagano, Voorhees, NJ

### 427 COBRA COMPETITION

1st - Tom Nowak, Lodi, OH  
2nd - David Scafie, Pittsburgh, PA  
3rd - Don Slawsky, Edgewater, MD

### CSX4000 COBRA

1st - Carddo Duran, Glen Rock, NJ  
2nd - David Hidalgo, Southampton, NY  
3rd - Jack Carter, Woodlands, TX

### FORD GT

1st - Jack Launz, Kane, PA  
1st - George Stauffer, Blue Mounds, WI  
1st - Jim Glickhaus, Rye, NY

### 1965 GT350 R-MODEL

1st - Rick & Colleen Kuno, Sharon, CT  
2nd - Paul Andrews, Moorestown, NJ  
3rd - David Scafie, Pittsburgh, PA

### 1965 GT350

1st - Bill Harbeck, North East, MD  
2nd - Len & Dee Colone, Damascus, MD  
3rd - Walter Wale, Rockdale, MA

### 1966 GT350

1st - Jim Liliano, Huntington, CT  
2nd - Joyce Yates, Nashville, TN  
3rd - Peter Larkin, Farmington, NJ

### 1966 GT350 HERTZ

1st - Carol Padden, Warrage, NJ  
2nd - Mark & Barbara Smith, Dover, DE  
3rd - Dick Dene, Highland, NY

### 1967 GT350

1st - Mike Lina, Dover, DE  
2nd - Greg Kaufman, Washingtonville, NY  
3rd - Jim Vogel, Hackettstown, PA

### 1967 GT500

1st - Kerry Bares, Fresh Meadows, NY  
2nd - Phil Bell, Bethlehem, NH  
3rd - David Russell, Danbury, CT

### 1968 GT350

1st - John Barnes, Ballston Spa, NY  
2nd - Richard Guyer, Bunk Hills, NY  
3rd - Dominic Cliffora, Laredo, PA

### 1968 GT500

1st - Craig Harick, Standish, ME  
2nd - Diana Dufka, Laredo, PA  
3rd - Ed & Penny Kepner, Hicoch Falls, NY

### 1968 GT500KR

1st - Thomas Williams, Hillsboro, NH  
2nd - Seth Salberg, Middletown, NJ  
3rd - Ernie DeVincent, Falmouth, MA

### 1969 GT350

1st - Steven Wale, Rockdale, MA  
2nd - John Hoffman, Everett, MA  
3rd - Vin DeLuca, New Milford, CT

### 1969 GT500

1st - June Blaskley, Fishkill, NY  
2nd - Robert Clark, Wappingers Falls, NY  
3rd - Ed Shaw, Somers, NY

### 1970 GT350

1st - Skip Buchhaus, Shenorock, NY  
2nd - Richard Gamble, Danbury, CT

### 1970 GT500

1st - Gary Traverso, Channahou, IL

### SHELBY COMPETITION

1st - Paul Hix, Lancaster, NY  
2nd - Wayne Blue, Stephentown, TX  
3rd - Scott Hackenson, Trumbull, CT

### AC MK IV

1st - Chuck Spielman, North Hills, NY

### BOSS 302

1st - Leo Colitti, Putnam Valley, NY  
2nd - Handy Ream, Lebanon, PA  
3rd - Dave Lenches, 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 Knecht, Sewell, NJ

### PANTERA

1st - Bob Duquette, East Hartford, CT  
2nd - Mimi McMillan, High Bridge, NJ

### TIGER

1st - Phil Spield, Jamestown, NY  
1st - Mark Patz, Mount Royal, NJ  
1st - Jeff Fratich, West Chester, PA

### TIGER COMPETITION

1st - Henry Volken, South Elgin, NY

### GRIFFITH

1st - Jorgen Mortensen, Rehoboth, MA  
2nd - Al Good, Danver, PA  
3rd - Louis Santanello, Springfield, MA

### 1964-1968 MUSTANG/STOCK

1st - Robert Enright, Mahopac, NY  
2nd - Robert Boutot, Wolcott, CT  
3rd - Doug Marshall, North Granby, CT

### 1964-1968 MUSTANG/MODIFIED

1st - Bill Smith, Somers, CT  
2nd - William Yonkeles, Clinton, CT  
3rd - Brad Glassman, Chappaqua, NY

### 1969-1973 MUSTANG/STOCK

1st - Noel Carlin, Waterbury, CT  
2nd - Peter Ahrens, Stanfordsville, NY  
3rd - Mike Katz, Stormville, NY

### 1969-1973 MUSTANG/MODIFIED

1st - Bob Zarinye, Waterbury, CT  
1st - 1974-1985 MUSTANG/STOCK  
1st - Bill Grebo, Fishkill, NY

### 1974-1985 MUSTANG/MODIFIED

2nd - Ron Tompkins, Montgomery, NY  
3rd - Rob Raic, Granby, CT

### 1974-1985 MUSTANG/MODIFIED

1st - Mary Kainer, Postland, NY

### 1986-2000 MUSTANG/STOCK

1st - Jack Danovich, Meriden, CT  
2nd - Sab Pizzo, Plainville, CT  
3rd - Roger Bloss, Fairfield, CT

### 1986-2000 MUSTANG/MODIFIED

1st - Andrea Frank, Interlaken, NJ  
2nd - Brad Matthews, Plainville, CT  
3rd - Louis Gacy, Danbury, CT

### SPL. EDITION MUSTANG/FORD BUILT

1st - Dennis Tones, Ann Arbor, MI  
2nd - Dave & Tammy Gagne, Finch, MA  
3rd - Stephen & Wendy Shean, Bristol, CT

### SPL. EDITION MUSTANG/NON-FORD

1st - Bob Glover, Pine Bush, NY  
2nd - Todd Scramton, W Palm Bch, FL  
3rd - Steve Sardinha, Meriden, MA

### COBRA KIT CAR

1st - Joseph Spesiale, Mountain Top, PA  
2nd - Rich & Jackie Keller, Vernon, NJ  
3rd - Ted Pablos, Glen Cove, NY

### SPECIAL INTEREST

1st - Mike Caputo, Bayville, NY  
2nd - Fred Wilson, Trumbull, CT  
3rd - John Viers, Taunton, MA

### SPECIAL INTEREST EXOTIC

1st - Bruce Clark, Brookville, NY  
2nd - Art Funmann II, Northford, CT  
3rd - Bill Connolly, Latham, NY

### SPECIAL INTEREST COMPETITION

1st - R.K. McCartney, Toronto, Canada  
2nd - Chris Lieberberg, Danbury, CT  
3rd - James Doran, 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

<p><b>GROUP I (9 Yrs. &amp; Below)</b> 1st - Robert Skirnk, Camillon, GA</p>	<p><b>GROUP II (10 yrs. to 19 yrs.)</b> 1st - Steve Kouiman, Washingtonville, NY 2nd - Kyle Keller, Vernon, NJ 3rd - Bobby Barranger, Toms River, NJ</p>	<p><b>GROUP III (20 yrs. &amp; Over)</b> 1st - Randy Ream, Leasonon, PA 2nd - Rex Turner, Vienna, VA 3rd - Bob Barranger, Toms River, NJ</p>
--	--	--

---

## SAAC-25 CONCOURS WINNERS

 Ed Martell, IL 8T02H1481138 Division I Gold Award	 Paul Andrews, NJ CSX3337 Division I Silver Award	 Tom Mynes, NJ 8T02H210821-3754 Division I Silver Award
 Sandra McNeil, NY CSX2158 Division I Bronze Award	 Mike Brody, ME CF02R480951 Division II Gold Award	 Hank D'Amico, NY 8T03M48116 Division II Gold Award
 Sam Vassallo, NJ 8T03S14844-01445 Division II Silver Award	 Mark Coates, CT 80071 Division II Silver Award	 Gary Colovsky, PA 8T02R203113-02331 Division II Silver Award
 Tom Cappadona, NY 8T02H216038-04270 Division II Bronze Award	 Cliff Henck, VA 8T03S148671-01583 Division II Bronze Award	 Karl Esteben, NJ 8T03R201781-02387 Division II Bronze Award
 Jeff Threlkoff, CT 8T02H480271 Division II Bronze Award	 Hank Williams, CA CSX2227 Division III Judges' Award	 Burton & Janet Brown 8T400F4A00288 Division III Judges' Award

**The SHELBY AMERICAN #70**



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.



Ramulo Navarro, GA  
#T02B173510-01724  
Division III  
Judges' Award



Barry Phillips, NJ  
#T03J183039-02825  
Division III  
Judges' Award



Edward Hunt, NY  
#T02R481601  
Division II  
Judges' Award



Geo Lucasi, NY  
#S1886  
Division III  
Judges' Award



Dale Pym, NY  
#T02R216039-02870  
Division IV  
Honorary Display



Rodney Harold, OH  
#T02R201713-02267  
Division IV  
Honorary Display



The Popular Vote Car Show was nothing if it wasn't just amazing. Cars showed up that had never been at a convention, along with cars that had been at almost every one. And each car had a story. Originally the cars were going to be parked on both sides of the track, running around the entire 1.53 miles. But that didn't happen because we didn't want to make anyone park on the hills, and also because in some classes the cars were three and four abreast. The weather was a little warm, but not blowtorch hot. And the humidity was tolerable. The main complaint was that there just wasn't enough time to see every car.



32

The SHELBY AMERICAN #70





Sotheby's



1964 Shelby 289 Cobra "Snake Charmer"  
*Sold for \$2,287,500 USD at Monterey 2024*

## INVITING CONSIGNMENTS

AT AUCTION OR VIA DISCREET PRIVATE SALE

**NORTH AMERICA** +1 519 352 4575  
**EMEA** +44 (0) 20 7851 7070

[info@rmsothebys.com](mailto:info@rmsothebys.com)



Start your journey here  
[rmsothebys.com](https://www.rmsothebys.com)

# BossPerformance.com



**BOSS  
429**



**BOSS PERFORMANCE**



**Boss 429 Parts & CS Shelby Autosport Parts & Accessories**

**Phone: (509) 448-0252 ● Spokane, WA & Las Vegas, NV**

# Celebrating 50 Years of Mustang & Shelby Parts Service 1975 - 2025



Visit us on our website [www.cobranda.com](http://www.cobranda.com)



1965-66 SHELBY GT350  
VACUUM FORMED  
FIBERGLASS HOOD w/  
STEEL FRAME

PRICE..... \$836.95

1965-66 SHELBY LIGHT TENSION  
HOOD SPRINGS

PRICE..... \$34.95 pair



1967 SHELBY NEW VACUUM FORMED  
FIBERGLASS HOOD

PRICE..... \$968.95

1967-68 SHELBY LIGHT  
TENSION HOOD SPRINGS

PRICE..... \$34.95



1967 SHELBY NEW VACUUM FORMED  
FIBERGLASS FRONT NOSE  
(INCLUDES MOUNTING HARDWARE)

PRICE..... \$1,085.95



top



bottom

1968 SHELBY FIBERGLASS UPPER  
LETTER PANEL

HAND LAID FIBERGLASS..... \$274.95 EACH  
OR  
VACUUM FORMED..... \$232.95 EACH



1969-70 SHELBY NEW EXACT REPRODUCTION  
HOOD EDGE MOLDING

(HAS the CORRECT MOUNTING TABS)

PRICE..... \$325.00 EACH

## AUTOLITE BATTERY COVERS



Give your car that  
original look with the  
reliability of a  
maintenance free, high  
cranking amp battery.  
Battery cover lid is an  
exact duplicate of the

original Autolite Script (red), and molded-in caps. Fits  
over any 24F50 and 24F60 flat top battery with the  
correct post location. Easy to install. PRICE..... \$51.95 EACH



1964 1/2-1965 MUSTANG  
&  
1965-66 SHELBY GT350  
NEW AUTOLITE BATTERY  
COVER w/ YELLOW CAPS

PRICE..... \$51.95 EACH



289 HIPO CAST IRON  
EXHAUST MANIFOLDS  
IF YOU WANT TO IMPROVE YOUR  
CARS POWER... CHOOSE THESE

PRICE..... \$440.95 PAIR



1968-70 MUSTANG  
428 COBRA JET EXHAUST  
MANIFOLDS

PRICE..... \$892.95



1965-1973 MUSTANG V8 ENGINE  
H-PIPES  
FROM 260 / 289 / 289 HIPO / 302 /  
351W / 351CL / 390 / 428 / 428CJ

PRICES BETWEEN:  
\$79.95 - \$119.95 EACH



1969-70 SHELBY NEW EXACT  
REPRODUCTION  
ALUMINUM EXHAUST PORT  
PRICE..... \$450.00 each



1969-70 SHELBY NEW EXACT REPRODUCTION  
ALUMINUM EXHAUST COLLECTOR  
PRICE..... \$890.00 each



COBRA OVAL AIR CLEANER ASSEMBLIES  
BLACK or NATURAL  
1X4 or 2X4 SET UPS

PRICE..... \$209.95

## COBRA VALVE COVERS

SMALL BLOCK COBRA  
260-289-302-351W V8  
1966-70 COBRA  
POWER BY FORD  
BLACK KRINKLE  
VALVE COVERS

PRICE..... \$234.95 PAIR



1965-66 SHELBY  
NATURAL FINISH  
w/ POIL SHED FINS,  
OPEN LETTER VALVE  
COVERS  
POWERED BY FORD

PRICE..... \$459.95 pr.



427 COBRA  
1X4 STELLINGS &  
HELLINGS AIR  
CLEANER ASSY.

PRICE..... \$99.95



289-302 V8 COBRA ALUMINUM  
OIL PAN  
PRICE..... \$795.00



1969-70 SHELBY NEW 428CJ SNAKE  
VALVE COVERS - PAIR  
PRICE..... \$269.95



1965-66 SHELBY & MUSTANG  
NEW EXACT REPRODUCTION  
QUICK STEERING KIT  
(IDLER ARM & PITMAN ARM)  
\*NOT for use on POWER STEERING

PRICE..... \$209.95

VISIT OUR EBAY STORE FOR A HUGE SELECTION  
OF NOS, ORIGINAL, USED, AND RARE PARTS

[ebay](http://stores.ebay.com/COBRANDA) <http://stores.ebay.com/COBRANDA>

## FREE Catalog

Over 230 pages, full-color,  
new items, competitive prices  
and a large inventory.

In Business Since 1975!

FREE by Bulk Mail (US only) 2-3 weeks

\$6.00 Priority Mail (US only) 2-3 days

\$8.00 for Canada \$16.00 for International



[www.COBRANDA.com](http://www.COBRANDA.com)

Toll Free (U.S. & Canada) 800-458-3477

Tech Info Line 814-942-1869 | FAX 814-944-0801

1434 E. Pleasant Valley Blvd. • Altoona, PA 16602



Prices are subject to change without notice.

**THREE-DAY ALL-FORD EVENT // 3,300+ FORDS // 60 YEARS OF THE SHELBY GT350**



**CARLISLE**  
*Events*

**// WORLD'S FINEST CAR SHOWS & AUTOMOTIVE EVENTS**

## THE WORLD'S LARGEST ALL-FORD EVENT

3,300+ Ford vehicles at the world's LARGEST ALL-FORD car show with specific Shelby vehicle Showfield classes and Shelby-related car clubs. *The gates open at 7AM Friday through Sunday!*

## FORD MOTOR COMPANY AND MIDWAY VENDORS

Ford Motor Company, Ford Performance, and other popular automotive companies perform vehicle & product walkarounds, demonstrations, and more.

## ALL-FORD AUTOMOTIVE FLEA MARKET AND CAR CORRAL

Search the ALL-FORD automotive flea market/ swap meet for your projects both big & small, and find your next vehicle in the ALL-FORD car corral featuring classic to late-model Ford vehicles.

## FEATURED VEHICLE DISPLAYS

See the 2025 featured vehicle displays, which include 60 Years of the Shelby GT350, 20 Years of the Ford GT, 70 Years of the Ford Thunderbird, the 2025 Ford Nationals Select Display, and the Galaxie Nationals.



**CARLISLE**  
**NATIONALS**



**JUNE 6-8, 2025**

CARLISLE PA FAIRGROUNDS



**REGISTER YOUR FORD VEHICLE FOR THE SHOWFIELD AND SAVE 10%\* NOW - STORE.CARLISLEEVENTS.COM**



**CARLISLEEVENTS.COM**

**// 717-243-7855**

**// FOLLOW US:**     

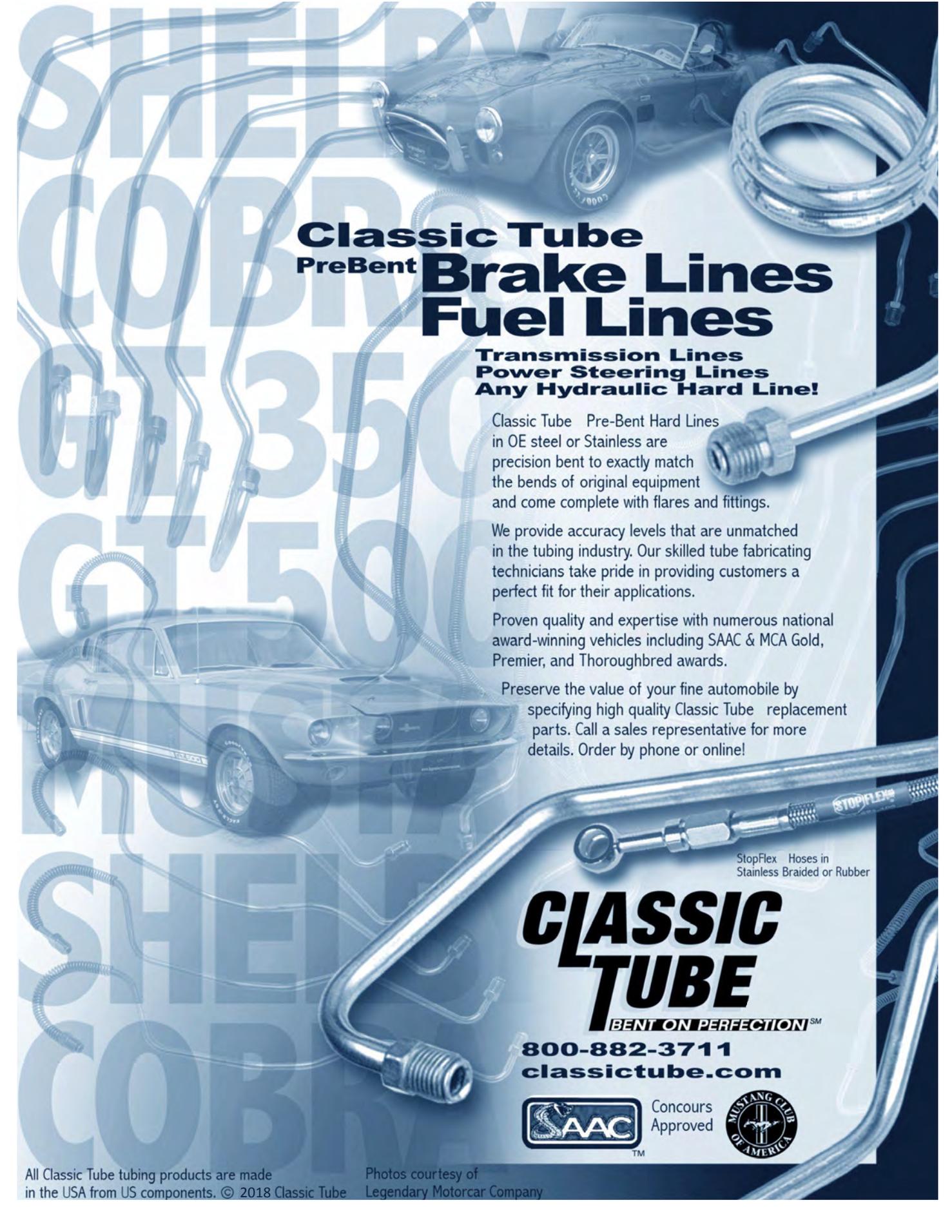


**1000 BRYN MAWR ROAD, CARLISLE, PA 17013**

GATES OPEN AT 7AM FRIDAY-SUNDAY // **KIDS 12 & UNDER ADMITTED FREE** // EVENT HELD RAIN OR SHINE

EVENT INFORMATION IS SUBJECT TO CHANGE // \*GATE-N-GO OFFER EXPIRES - 04/21/2025 // PLAN AHEAD: [CARLISLEEVENTS.COM/PLANNER](http://CARLISLEEVENTS.COM/PLANNER)





# Classic Tube PreBent Brake Lines Fuel Lines

**Transmission Lines  
Power Steering Lines  
Any Hydraulic Hard Line!**

Classic Tube Pre-Bent Hard Lines in OE steel or Stainless are precision bent to exactly match the bends of original equipment and come complete with flares and fittings.

We provide accuracy levels that are unmatched in the tubing industry. Our skilled tube fabricating technicians take pride in providing customers a perfect fit for their applications.

Proven quality and expertise with numerous national award-winning vehicles including SAAC & MCA Gold, Premier, and Thoroughbred awards.

Preserve the value of your fine automobile by specifying high quality Classic Tube replacement parts. Call a sales representative for more details. Order by phone or online!

StopFlex Hoses in  
Stainless Braided or Rubber

# CLASSIC TUBE

**BENT ON PERFECTION<sup>SM</sup>**

**800-882-3711**  
**classictube.com**



Concours  
Approved



All Classic Tube tubing products are made in the USA from US components. © 2018 Classic Tube

Photos courtesy of  
Legendary Motorcar Company

# Consider This an Invitation.

The Carroll Collection is one of the Premiere collections of Shelby automobiles, artifacts and publications relating to Carroll Shelby and Shelby American. The Museum is located in Jackson, Michigan and currently houses over 12,000 unique items, each relating to the Shelby legacy. Included are items donated by former Shelby American employees and other collectors of Shelby memorabilia. Some are of historical interest like driver contracts, inter-company communications, and sales promotional items. There is a library of books, periodicals, and advertisements, models and die cast cars, and collectibles of anything and everything related to Carroll Shelby.



The five Original George Bartell Pen and Oil "Championship" Paintings are again together.



The goal of the Museum is to celebrate and proliferate the history, traditions, and legacy of Shelby, the cars he created and raced, and the team of Shelby American employees who helped make these cars the legends they have become. For the last few decades, individuals have permitted the Museum to become the caretaker of their many and varied Shelby treasures. Contributors to the Museum's displays incline Carroll Shelby and his Estate, Peter Brock, Jerry Schwarz, Alan Grant, Lew Spencer, Peter Bryant and the respected Estates of Bruce McLaren and Phil Hill.



# You Can Be Part of the Legacy



The collection includes an inventory of 12,000 unique items, each containing a relationship to the Shelby Legacy, (aka Shelby DNA), from former Employees, collectors and other resources...



You can't take it with you...but you can leave it in a place where it will be shared with other enthusiasts who are eager to understand the history of these special cars and this special man.



**The Carroll Collection welcomes you to permit us the privilege of acquiring and special artifacts you may have and making them part of the continuing expansion of this unique and dedicated commemoration of the Shelby American Legacy.**



A Tribute to the Automotive Genius of Carroll Shelby and the Traditions and Legacy of the Employees of Shelby American

**ADD YOUR ARTIFACTS AND CONTINUE TO TELL THE SHELBY STORY!**

**Call or Email the Museum**

[william@williamdeary.com](mailto:william@williamdeary.com)

517-740-3000



# FULLERTON

## **#1 FORD GT SALES FACILITY IN THE NORTHEAST**

*Our area covers NJ, PA, NY and parts of CT.*



**PURCHASE A NEW OR CERTIFIED  
PRE-OWNED VEHICLE AND GET**

***\$250 CREDIT FOR PARTS,  
ACCESSORIES OR SERVICES.***

**•15% OFF PARTS AND ACCESSORIES**

*(does not include shipping charges)*

**•10% OFF ANY SERVICE OR MAINTENANCE**

*(does not include transport fees)*

1044 U.S. Route 22 East, Somerville, NJ 08876

**Phone (800) 975-2500**



# Special cars deserve special coverage

**With Hagerty, enjoy protection designed specifically for collector vehicles and how you use them.** That means Guaranteed Value<sup>®</sup>, flexible usage, affordable premiums, and claims handled by collector car experts. For everything from classics and newer collectibles to motorcycles and boats, Hagerty offers exceptional coverage, customized for you.\*

**HAGERTY** | Insurance

Scan to start  
your quote at  
[hagerty.com](https://www.hagerty.com)



Less any deductible and/or salvage value, if retained by you. Guaranteed Value includes all taxes and fees unless prohibited by state law.\* Policies underwritten by Essentia Insurance Company. Some coverage not available in all states. This is a general description of coverage. All coverage subject to policy provisions, exclusions, and endorsements. All third-party makes, models, and vehicle names are property of their respective owners. Their use is meant to reflect the authenticity of the vehicle and does not imply sponsorship nor endorsement of Hagerty nor any of these products or services. Occasional pleasure use does not mean use for daily driving to and from work or school, routine shopping, etc. Hagerty is a registered trademark of The Hagerty Group LLC, ©2025 The Hagerty Group, LLC. All Rights Reserved. The Hagerty Group, LLC is a wholly-owned subsidiary of Hagerty, Inc.

**PERFORMANCE MOTORS** PMH

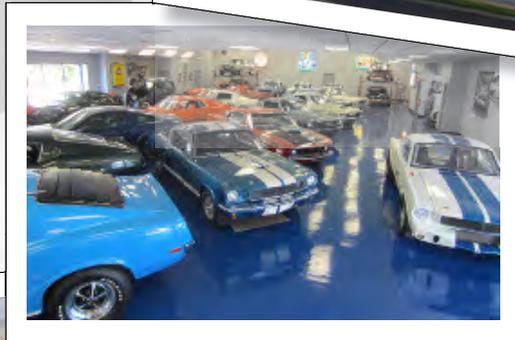
O f H a n o v e r , L L C

**COME VISIT OUR  
12,000 SQ. FT.  
SHOWROOM!**

*Selling & Buying  
Shelby and High  
Performance  
Mustangs*



**Follow us on  
Facebook!**



**CONOVER**    
RACING & RESTORATION  
WWW.CONOVERRACINGANDRESTORATION.COM

*Consulting, Selling &  
Restoring Since 1977*  
717-637-6964



*Other classics  
on occasion*

**WWW.PERFORMANCEMOTORSOFHANOVER.COM**

**717-632-0009 • 1171 EICHELBERGER STREET • HANOVER, PA 17331**



**Your car is:**

- Your Baby
- Your Dream
- An Investment
- Irreplaceable
- All of the Above



# WE GET IT.

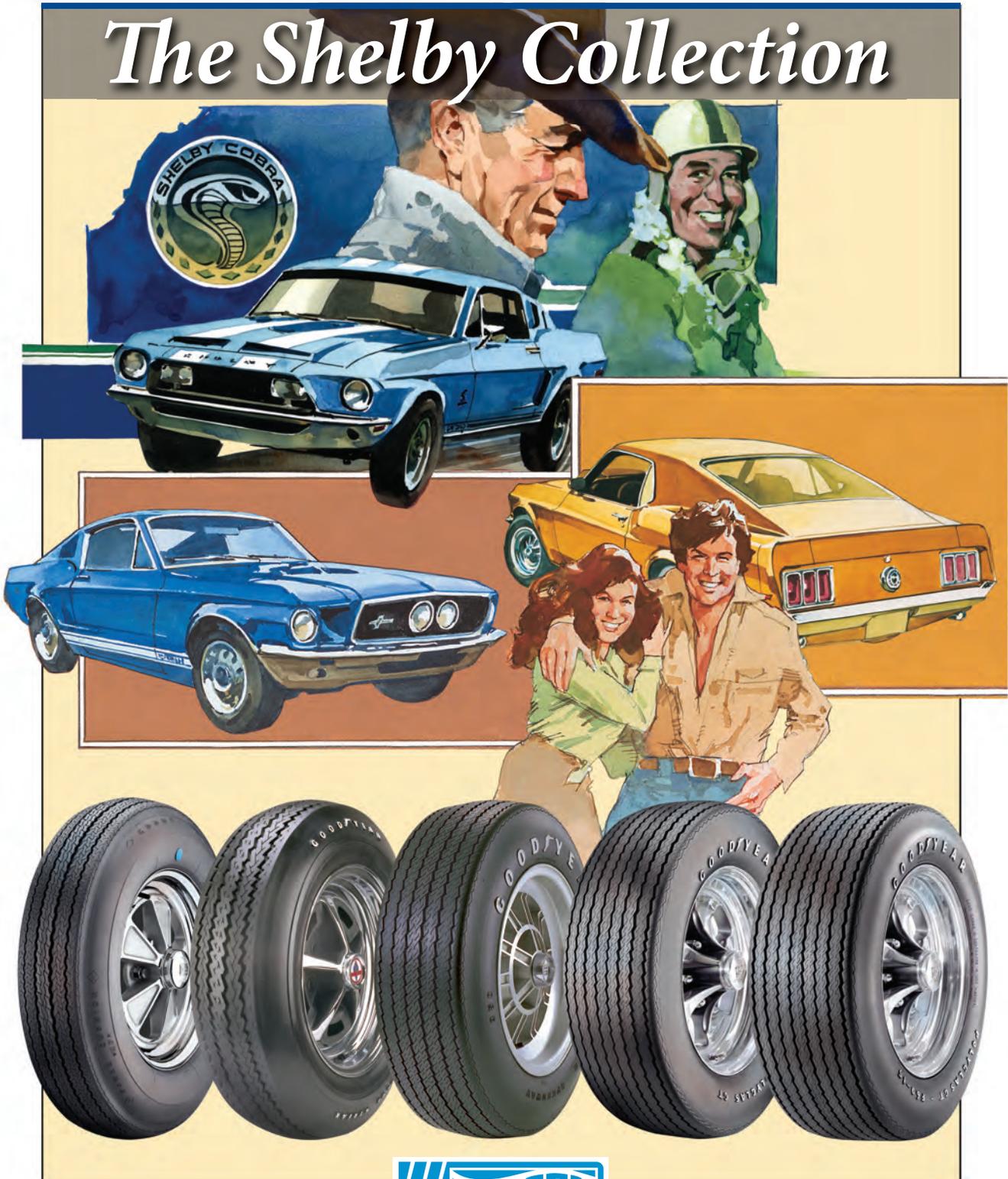
For over 35 years the most dedicated hot rod, custom and specialty auto enthusiasts have trusted Intercity Lines to transport their prized possessions. Our state-of-the-art rigs keep cars safe and secure. And the same driver handles your car from the start of its journey to the finish, every time.

We know what your car means to you, and we know how to transport it safely.  
We're Intercity Lines.

Contact us today for a quote or to book your transport  
**(800) 221-3936 | WWW.INTERCITYLINES.COM**

# GOODYEAR

## The Shelby Collection



Kelsey Tire, Inc.  
Box 564  
Camdenton, MO 65020

**KELSEY  
TIRE, INC.**  
Exclusive Distributor

Tel: 1-800-325-0091  
Toll Free Fax: 1-800-845-7581  
Web: [www.kelseytire.com](http://www.kelseytire.com)  
E-mail: [kelsey@kelseytire.com](mailto:kelsey@kelseytire.com)





# WE'RE HERE TO PROTECT YOUR LIFESTYLE.

Our Signature Team takes the time to understand your personal insurance needs and are available 24/7.



**SAAC Member**  
1968 GT350H

**Bob Lawrie, CEO**  
blawrie@lawriegrup.com  
1-800-661-1518

Lawrie  
*Signature*  
Private Client Services

Private insurance solutions to protect your lifestyle and high value assets.

[lawriegrup.com/SAAC](http://lawriegrup.com/SAAC)

# Legendary

LMC

Motorcar Company



Legendary Motorcar Company has been specializing in Shelby and Ford vehicles from the 1960's for over 35 years. Here are a few of the significant cars we either currently own, have sold or restored over the years.



1966 Ford GT40  
MKII-B



1966 Ford GT40  
1 Of 30 Street Models



1964 Ford GT40  
Prototype



1966 Ford GT40 PR  
1 Of 30 Street Models



1966 Ford GT40  
1 Of 30 Street Models



1967 Ford GT40  
1 of 31 Street Models



1967 Shelby Cobra 427  
Original Paint 1,300 Miles



1965 Shelby Cobra 427  
Carroll Shelby's Personal Car



1965 Shelby Cobra 427  
Factory Full Competition



1965 Shelby Cobra 427  
Factory Black Narrow Hip



1964 Shelby Cobra 289  
Factory Full Competition



1965 Shelby Cobra 289  
One Owner



1964 Shelby Cobra 289  
Competition Car



1966 Shelby Cobra 427  
"Narrow Hip"



1963 Shelby Cobra 289  
Original Paint



1963 Shelby Cobra 289  
Factory Original Team Car



1965 Shelby Cobra  
Factory Original 427 S/C



1966 Shelby Cobra 427  
One Owner



1964 Shelby Cobra 289  
Factory Dragon Snake



1965 Shelby Cobra 427  
Factory Black Narrow Hip



1965 Shelby GT 350  
'R' Model



1965 Shelby GT 350  
'R' Model



1967 Shelby Cobra 427  
Original Paint



1963 Shelby Cobra 427  
Ken Miles Prototype

[www.legendarymotorcar.com](http://www.legendarymotorcar.com)  
(905) 875-4700

# MUSTANG BARN

AMERICAN  
CLASSIC  
RESTORATION

CALL: (215) 723-3722

WWW.MUSTANGBARN.COM

651 Sumneytown Pike  
Harleysville, PA 19438



*When it's the first warm day of Spring --*

***Make sure your car's not stuck in the garage!***

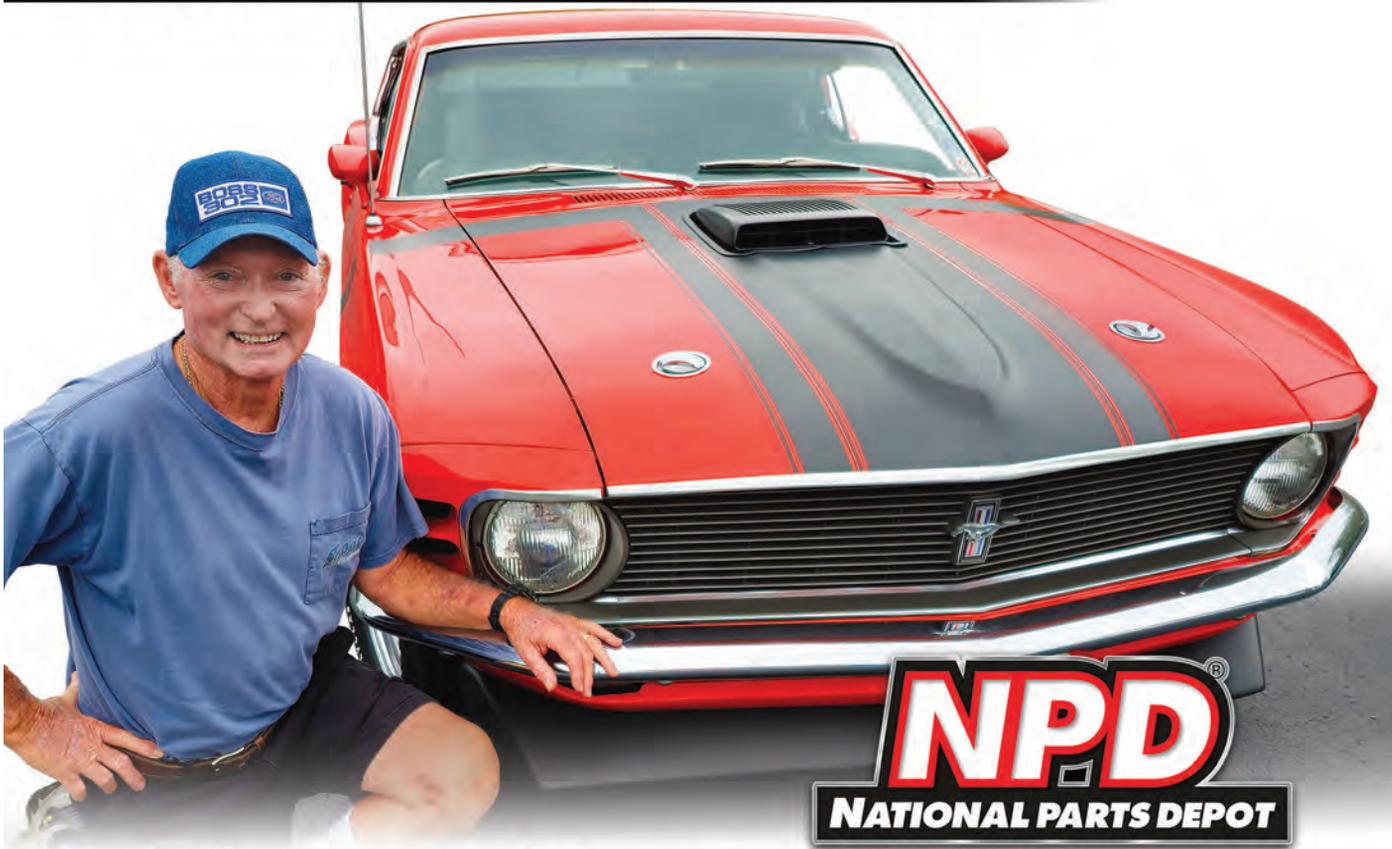
PLAN NOW! There's nothing worse than a gorgeous day with a laid-up classic car. Winter is the PERFECT time to repair/restore your classic Mustang. Call today to assess your Winter project and reserve your spot in the shop so your car is ready for the road when the nice weather returns!

## **Offering A Wide Range of Professional Services:**

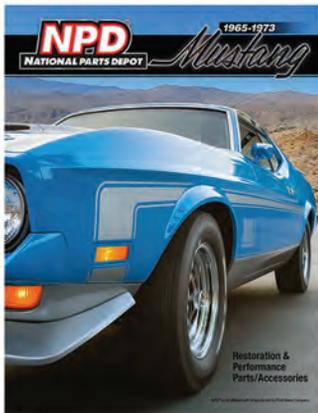
- Restoration
- Collision repair
- Partial paint work
- Modifications
- Resto Mod
- General repair
- State inspection
- Component restoration
- Distributor recurves
- Upholstery
- Headliners
- Vinyl tops
- Glass installation
- Bright work repair and polishing
- Differential rebuilding
- Glass beading
- **And much more!**

**We also offer Antique and Classic car sales, consignment, location, and sale preparations!**

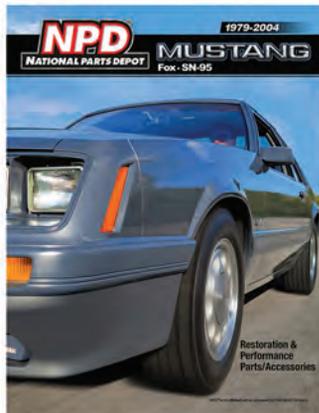
"I have been buying parts from National Parts Depot since the early '80s for this Boss and other Mustangs. I've always been able to count on NPD!" - David S.



# Parts Powerhouse™



Restoration & Performance Parts/Accessories



Restoration & Performance Parts/Accessories

- Premium Quality Mustang Parts
- 1-3 Day Delivery within U.S.
- 5 Star Customer Support 24/7



Shop or Order Your Free Catalog

**800-874-7595**  
**NPDLink.com**

Florida: 800-874-7595 North Carolina: 800-368-6451  
Michigan: 800-521-6104 California: 800-235-3445

Copyright © 2025 by National Parts Depot All Rights Reserved



# Paxton Superchargers



**BRAND NEW AS ORIGINAL  
Paxton Ball-Drive Centrifugal  
Supercharger Kits  
REBUILDING SERVICES  
INDIVIDUAL PARTS  
We've also created  
TWIN-PAXTON set-ups  
We can do anything!**

# Reproduction Wheels



**65-66 CRAGARS**



**67 MAG STARS**



**69-70 FIVE SPOKES**

*We can also Restore your Wheels. We've done hundreds!*

# Consulting Services

*Considering buying a 65-70 Shelby? I have been examining cars professionally for years and offering a knowledgeable opinion. I am a former Concours Judge. I can travel anywhere in the lower 48 States. Don't buy blind! – Craig Conley*

**760-290-3031**

**conleyr107@gmail.com**

**www.paradisewheels.biz**

**Monday - Friday 9 am - 5 pm PST**



**Made in U.S.A.**



**SHELBY**  
www.SHELBY.com



Shelby American changed the world when it unleashed its world-beating Shelby Cobras and Shelby edition Mustangs in the 1960s. Backed by a history of race-winning Ford V8s and hot-rodding ingenuity, a 'Shelby' has become the ultimate in performance vehicles. Each is a dream addition to every enthusiast's garage.

Sixty years later, that same Shelby DNA and spirit can be found in the latest Shelby edition Ford Mustangs and F-150 trucks. From the new Shelby Super Snake delivering over 830 street-legal horsepower (manual or automatic) to the 785-horsepower Shelby F-150 pickup truck, we have the vehicle you need.



For all your performance Mustang or F-150 needs, visit us online at [www.Shelby.com](http://www.Shelby.com)!



For a comprehensive selection of Shelby parts and gear, visit [www.ShelbyStore.com](http://www.ShelbyStore.com) or call 844-283-5750.

SHELBY®, SHELBY GT®, GT500®, GT350®, SUPER SNAKE® and SHELBY AMERICAN™ are registered trademarks and/or the tradadress of Carroll Shelby and Carroll Shelby Licensing, Inc. (Shelby).



**VIRGINIA  
CLASSIC  
MUSTANG**

*We've Got Your Parts.*

***PO Box 487  
195 W Lee St  
Broadway VA 22815***

***We have been selling parts for over 40  
years and have been SAAC members  
for that long as well.***

***Phone: 540-896-2695***

***[www.VirginiaClassicMustang.com](http://www.VirginiaClassicMustang.com)***

# THE RESULTS SPEAK FOR THEMSELVES



## 2022 SAAC-47 CONCOURS - DIVISION 1 GOLD AWARD

2020 Amelia Island  
2021 Sandhills Motoring Festival  
2021 Virginia Festival of the Wheel  
2021 Radnor Hunt  
2021 St. Michaels

2022 Boca Raton  
2022 SAAC-47  
2022 Kneeland  
2022 Cobble Beach  
2023 Audrain



Vintage  
Motorcar  
Company

[www.vintagemotorcarco.com](http://www.vintagemotorcarco.com)  
304-821-1326  
#vmcrestores



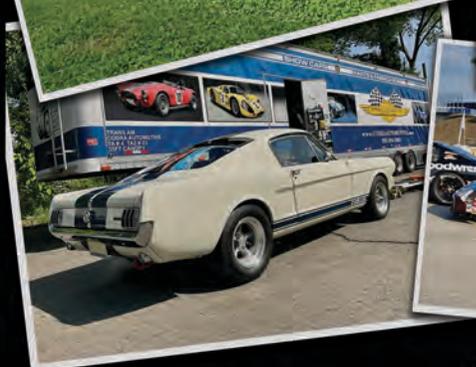
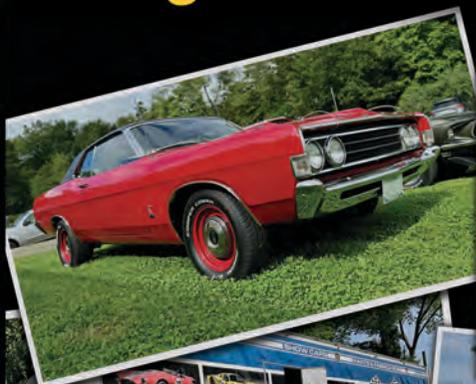
**Cobra Automotive, Inc.**

**Phone: 203-284-3863**

**www.cobraautomotive.com**

37 Warehouse Point Road - Wallingford, CT 06492

## ***Vintage Restoration Specialists***



***Where the Past is Alive ... and FASTER THAN EVER!!!***

Over 40 years of Shelby American automobile expertise, performing complete restorations from mechanical to cosmetic on classic Ford performance vehicles, award winning show cars and front running vintage race cars. We also have extensive knowledge of most major performance vehicles.

**Whether it's for race or show contact us today for more information.  
sales@cobraautomotive.com**