

Notes from the SAAC Mailroom:

We've had an eye on the vintage racing scene for more than 25 years. Back in the early days, it really was VINTAGE racing, where cars accepted for competition, for the most part, had real racing somewhere in their history. The Historic Motor Racing Association (HMSA) led the way with high standards and high levels of enforcement of those standards. It is a west coast-based organization best known for the Monterey Historics, the premiere vintage racing event in this country. On the east coast the Sportscar Vintage Racing Association (SVRA) also adopted high standards. In order to be accepted, a car had to have a verifiable racing history and had to be presented very closely to the cosmetic and mechanical specs it would have been prepared to its first year in competition or the year following.

The rules for both groups were not iron-clad and exceptions were occasionally made. Vintage racing grew in popularity and soon other sanctioning bodies were formed, most tending to adopt looser standards. Some required no race history at all and were equally lax on mechanical requirements. As things evolved in vintage racing, there was something for everyone. Die hards gravitated towards the stricter groups — especially those with rare and valuable cars. No one with an original Daytona Coupe or Ferrari GTO was very excited about going on the track in the midst of a bunch of recently built R-Model look-alikes based on Mustang factback bodies powered by 500 HP engines with 4-wheel disc brakes, huge flares barely covering 9" wheels, and with triangulated roll cages and gutted interiors.

As things progressed through the 1980s, and as vintage racing continued to grow in popularity, another factor entered the equation.

WHY GET YOUR CAR INTO THE NEW REGISTRY?

To Whom It May Concern:

I currently own six Shelybs and they are very significant cars. As far as I know, they will not be included in the next registry because I doubt anyone knows that I have them. If this information is important and should be included in the new registry, then please let me know who I should get in touch with to assure making the new book as complete as possible. Thanks.

Name Withheld

Dear Pilgrim:

Information on your cars is important to us. But insuring that we have it is even more important to YOU. How can this be? Imagine the scenario we will describe. It is not some extreme hypothetical example—it has happened. More than once.

Someone has a Shelby that they have owned for decades; maybe they are the original owner. Their ownership is completely legal and unquestioned, so they see no reason why anyone else needs to know. Anyone else being the Shelby registrar, for example.

Somebody else with a restorable Mustang decides they would rather have a Shelby but they can't afford one at the current prices. However, all of the Shelby-unique parts are available... including blank aluminum Shelby serial number plates. They do everything that Shelby's boys did when they built the cars originally, but when their car is finished they discover the harsh reality that parts do not a Shelby make. There is an intangible part of each Shelby that makes it what it is. You can't buy it from a parts catalog, at a swap meet or on eBay. So they sell their Shelby replica. The new owner, who sees all the Shelby bling, imagines that he has just hit the lottery. A \$150,000 car for \$30,000.

Blinded by desire and fueled by enthusiasm, the new owner decides to add the finishing touch — an accurately reproduced Shelby VIN plate. But what number to stamp into it? A session browsing through the last edition of the

Shelby American World Registry yields dozens of potential candidates, Shelybs described in the registry as "owner unknown."

They make the assumption that after 35 or 40 years, if a car is still on the road somebody would know about it and pass this information on to the club or the registrar. And if an owner wasn't identified in the book, the car probably no longer exists. So they pick one of these "owner unknown" numbers. Maybe it's one of your cars because you never told anyone about them. This new car has the repro Shelby plate stamped exactly like an original car, and now they can sell their \$30,000 car for \$75,000. The new owner walks around clucking, thinking about the bargain he got. Heck, he saved at least \$75,000. He sends information on his Shelby to the appropriate Registrar. And the registrar is excited to fill in another blank.

So now you decide to get religion. You send your Shelby serial number and past history in to the club and we forward it to the appropriate Registrar. You quickly get a letter back, advising you that there is another Shelby carrying the same serial number in the database. A copy of this letter is sent to the other owner, bringing to his or her attention that there are two cars carrying the same serial number. Obviously that can't be, so both of you are asked to provide the registrar with copies of as much information as you have: registrations, past bills of sale, title, a list of previous owners, detail photos — anything that will help determine which car might be "genuine."

If one of the owners knows that their car is a flat-out fake, they may never respond to the registrar. Or they may make a half-hearted attempt to prove their car is legit. In either of these cases, it will be up to the other owner, the one who has had his car for years without telling anyone, to institute legal proceedings to resolve the problem. That will probably begin with a call to the police department in the municipal-

Enthusiasts began to realize that these were not events just for car owners but they were pretty darned interesting spectator events. And exciting to boot! And that's when the tracks realized there was money to be made from selling tickets to spectators. Prior to this they had seen vintage racing as closed events attended only by participants, crews and their guests.

It was a win-win. Event organizers, of course, knew that the more entries they had, the more successful the event would be. And the tracks saw a correlation between the number of entries and the number of spectators. As the level of competition increased, the supply of parts like vintage correct engine blocks, heads, transmissions and other mechanical components that broke or wore out began to dwindle. As this happened the law of supply and demand kicked in, and the parts that existed became more expensive. Rather than watch the number of entries decline, mechanical requirements were allowed to be stretched. Reproduction blocks, specialty heads (some cast in aluminum) and pure race transmissions with triple-disc clutches were accepted, as were aftermarket brakes and other non-stock components like radiators and oil coolers. Before very long some cars — Corvettes, GT350s, Camaros, Mustang notchbacks and Boss 302s — more closely resembled current GT-1 SCCA racers cloaked in vintage sheetmetal than period-correct vintage race cars.

Which brings us to something that caught our attention in an SVRA newsletter. "Most of you have heard that the FIA has approved certain post-period replicas (clones) to race in most Vintage races under FIA jurisdiction. The prime example is that Lola is building new T70 Mark IIIb coupes. Opposition to this concept has been minimal, primarily because it no longer makes sense to put very historic and valuable race cars in jeopardy. In addition, more and more of the "real" cars are being relegated to static collections and museums, which is certainly appropriate considering their value. Consequently, this means that many significant makes and models are no longer seen on the track.

ity where the other car's owner resides.

If both owners appear to have legitimate registrations, the registrar will write both owners back, giving them each other's contact information, and suggesting that they contact each other to work this problem out. The Registrar is only a collector of information — not an judge or arbiter who can determine which car is the "real" one.

Since two cars cannot have the same serial number, the value of BOTH car is diminished. After all, who would want to buy a Shelby which might be a fake? Both owners hire lawyers and sue each other, and both owners must prove the legitimacy of their car. That means experts must inspect both cars. If the cars are a distance apart, or in different states, the expenses increase proportionally. Both owners can probably expect to pay between \$5,000 and \$15,000 in legal fees and associated expenses before one of them loses the serial number for their car. Once one car is proven genuine, the other one will be given a state DMV vehicle identification number and from that point it will only be worth whatever a customized Mustang is worth. The state will decide whether to pursue criminal charges — because tampering with a vehicle's VIN is a felony in most states.

And what about the other car — the real one you own? It will still be under a cloud because it was once part of a situation where another car existed with the same serial number. It's difficult to say if its value will be greatly or minimally diminished, but who would want to pay top dollar for a Shelby that was involved in such a problem? It would clearly not be worth the same as a similar car which has absolutely no blemishes.

We said at the beginning when we outlined this scenario that it wasn't something we were imagining. It has happened. As the value of Shelybs continue to rise, so will the possibility that serial numbers of "owner unknown" cars will be appropriated for use on fakes. Sharing information on your car with a registrar is like having insurance against a duplicate car popping up. How can we make that any clearer?

Registrars have the capability of withholding an owner's name at his or her request. In that case, when the car is listed in the registry it says "NAME WITHHELD" in the space where a name would appear. And registrars do not give out those names.

THE ULTIMATE COMPLIMENT?



How can you tell when a car finally attains the status of "valuable collector car?" That's easy—somebody makes a clone of it. A dealer in Schaumburg, IL was offering this 'SAAC MK II Tribute' car on their internet site. It's an '89 Mustang GT, which predates the original SAAC cars by 3 years, but hey—who's counting? By calling it a "Tribute car" they sidestep the charge of attempting to sell a counterfeit. Another tip-off is the price: at \$10,900 it's at least a third of what a real SAAC MK I or MK II would go for.

GLITZ AND BLING



If the cars going through the big dog auctions in Scottsdale and Monterey share one thing in common, it's that they all shine like the pile of sparkling gems in a pirate's treasure trunk. Especially at Barrett-Jackson, under those spotlights put in place for the television cameras. The bright lights make it a tough sell if you're trying to get top dollar for a 40+ year-old survivor with original paint that has a few flaws and chrome which has gone a little soft.

But how about those customs, resto-mods, Shelybs and Cobras that look like their paint is minutes old? Meguiars has a powerful rabbit in their hat. It's called the Solo "One Liquid" System that removes swirl marks, scratches and slight sanding marks — the imperfections that polish and wax can't hide. It was used to make CSX3015 look like a million bucks at the B-J. Or, make that \$5.5 million.

OH, THE HUMANITY!

“Even if someone has the means and desire to race a car with a significant provenance, it is recognized that with every race, the car’s race worthiness is steadily consumed. Periodic rebuilding and maintenance can only do so much before the original parts are no longer serviceable. In many cases, original frames and tubs have exceeded their suitability for safe racing. If we are going to continue seeing these great cars in actual competition, a provision has to be made for viable replacements.

“There are many existing replicas of cars such as Ford GT40s, Jaguar C and D types and many Ferrari types that should qualify for acceptance under this policy. SVRA will accept applications for consideration from owners of suitable replica cars representing makes and models that have few or no originals actively racing. Each case will be reviewed individually and a determination of acceptance will be made. Acceptable cars must conform in every way to the specifications of the original production. This will include, but is not limited to: correct engine, gearbox, chassis material and design, brakes, coachwork shape and material and any other component unique to that model.”

SVRA, which is the largest vintage racing sanctioning body—and from which a lot of other sponsoring organizations take their cue—is presently considering adding the Cobra to the list of acceptable replicas, both in the form of the CSX4000 and CSX7000 series cars as well as similarly configured Kirkhams. They would compete in Group 6. This would mean that these cars would have to be equipped with the equivalent of period-correct engines, transmissions and brakes. But it will be an opportunity for an entirely new group of owners to experience the vintage racing experience and for another generation of spectators to see Cobras which, because of their steadily increasing value, have been showing up less and less at vintage events.

Did we say win-win?



You’ve lusted after a new Ford GT ever since the first time you saw one. You repressed the urge to pay some vampire dealer a premium of \$50,000 over MSRP in order to become an owner. You were patient and now your restraint has paid off. Prices have come down to something very close to MSRP and you make your move. Your baby is in your garage and you really are babying it. Nothing is too good for this car.

Now try to imagine that after it fell into the hands of a high end, exotic car dealer in, of all places, New York City, there wasn’t room on his showroom floor beside all of those new Lamborghinis and Bentleys, so it had to be parked outside. During the great snow and ice storm of February of ought-7. And that it sat there for weeks until the ice and snow melted. Yes, your poor baby.

True story. Thanks to Kenny Beers of Fresh Meadows, NY for the details and the photo. The dealership and the car’s serial number will remain unnamed to save the new owner from a lifetime of heartache and misery.

VINTAGE RACING - AUSSIE STYLE

We love our Aussie members. We’re not sure what it is about them, but as a group they are no-nonsense, fun-loving and not cowed by adversity. Their pioneer spirit reminds us of those in this country who, after the Civil War, looked to find their fortunes by heading west.

Back here, we start our vintage races (and most others) with a rolling start. A lap or two behind a pace car and then the green flag drops. Pretty timid stuff when compared to our mates down under. They use the standing start like the early days of sports car racing in this country. Everyone is in first gear, and when the green flag drops the accelerator goes down when the clutch comes up. And the result is damned exciting, as demonstrated by SAAC member George Nittis of Sydney.



JUST ANOTHER DAY AT THE OFFICE

Well, sort of. SAAC member Bill Baker works at Starrformance (formerly McMichael Motorsports in Braselton, GA), a Superformance dealer. He got a call from Thunder Island Publishing Co. in nearby Marietta; they were producing a calendar called "Classic Curves." (you know the formula: old cars and young girls) and they wanted a Cobra for a photo shoot. Starrformance just happened to have a shiny, new Superformance MK III, owned by the company's owner, Mark Starr. It was a metallic red with silver stripes, powered by a 351 stroker (392 CID) backed by a Tremec 5-speed. On the appointed date Bill brought the car to Helen, GA, a knock-off Bavarian town about 90 miles north of Atlanta. The place is filled with chalets and even has piped-in yodeling music coming from hidden loudspeakers all over town. Miss October would be an Octobefest theme. The young lady [whose name is withheld to protect her from receiving multiple requests for personal photo shoots -ed.] is a model in the Atlanta area who works at Hooters between gigs.

THOSE MAGICAL SHELBY BADGES



We all know about the power of the "Shelby" name. Like alchemy in Medieval Europe, it seemingly has the ability to turn the equivalent of lead into the equivalent of gold in the blink of an eye... or with the application of a Shelby badge. And like alchemy, it remains a fantasy.

This time the optimistic email went to long time SAAC member and new Ford GT Registrar Jeff Burgy. The car in question was a 1965 Mustang convertible with a 5R07C serial number. It had a fiberglass nose reminiscent of an early

GT40, along with GT350 type rocker panel stripes and late model type taillights... all things that can be explained away as owner-installed modifications. But then the trump card: a Shelby tag attached to the driver's door edge. That pretty much clinched it for the hopeful owner. This was obviously a Shelby prototype and he needed some kind of official confirmation.

As soon as Burgy saw the pictures that were emailed to him, he recognized the one-piece fiberglass nose as something that was manufactured in the late 1960s by a company named Fiberfab. Rather than a quick bucket of cold water, he was a little more diplomatic.

"I have talked to several other Shelby experts, and none of us is aware of any car such as yours being built by Shelby."

As we have explained, time and time again, a badge does not make a car. And since virtually all Shelby badges are currently available, the presence of one on a car means absolutely nothing.



YOU ARE TRAVELING THROUGH ANOTHER DIMENSION. A DIMENSION NOT ONLY OF SIGHT AND SOUND BUT OF THE MIND

...A journey into a wondrous land whose boundaries are that of imagination. That's the signpost up ahead: Your next stop: The Twilight Zone.

May we introduce one Dr. David Hidalgo of Southampton, NY, owner of 289 Cobra serial number CSX2302. Following an intensive two-year restoration at the talented hands of Cobra restoration maestro Mike McCluskey, the good doctor was taking his car on its inaugural drive. It is a picture-perfect day with the Cobra's brilliant red paint and chrome gleaming in the bright sunshine. Five minutes down the road he pulls up to a stoplight. A red and white pick-up truck pulls up on his left. The driver rolls down his passenger window and asks if it's a kit car.

"No, it's real. Just back from restoration," says the Doc, proudly. After a few more exchanges, with the light ready to turn green, the driver of the truck says, "Take this." He tosses a magazine out of the window and Hidalgo just barely catches it. The light turns green and the truck takes off.

The pick-up is out of sight before Hidalgo gets a close look at the magazine. It is the September, 1963 issue of *Motor Trend*, and it looks like it was picked up off the newsstand yesterday.

"As the product planner at Lincoln Mercury Product Planning in 1968 responsible for planning the Cougar XR7G and the Shelby Mustang Planning Manager for the 1967 and 1968 cars, I would like to correct some errors in Jim Karamanis' excellent article on the Cougar XR7G in the last issue.

"The XR7G was not developed by Shelby Automotive, and was not developed specifically for Hertz. The model was fully planned at Lincoln-Mercury Division in response to the need to distance the higher priced Cougar from its Mustang sibling, and to create a traffic builder model for the L-M dealerships that would provide an upscale European GT image. The probable reason for the confusion is the fact that we used some of the Shelby Mustang components, and the cars were built on the line as the Shelby Mustangs at A.O. Smith in Ionia, Michigan. As a side note,



Hidalgo pulls off to the side of the road to get a better look at the magazine. It contains the first road test for the 1964 289 Cobra roadster. The car tested was bright red—a dead ringer for Hidalgo's CSX2303—including the top and side curtains, which McCluskey has fabricated perfectly.

If there is an explanation for how a total stranger, at a chance encounter, manages to come up with that particular issue of *Motor Trend* containing a 289 Cobra road test, it is something only Rod Serling can come up with. It was, truly, an episode out of the Twilight Zone.

COUGAR CORRECTIONS

this was the first Detroit vehicle to offer a sun roof in production and was the very first production sunroof project of



American Sunroof which went on to become the leading sunroof supplier in the world.

"The XR7G was a natural to add add to the Hertz Sports Car Club fleet alongside the Shelby GT350s, as part of Hertz's program to differentiate itself from its competitors.

"Jim was also correct in saying that Dan Gurney had no involvement in the initialization of the program, but was later part of the promotion of the car. Another side note: As the person responsible for the GT40 Mark I program, I obtained a Gurney Weslake version of the Ford 302 CID engine from Dan and we developed it for later GT40 Mark I use in the car that won LeMans in 1968 and 1969. There was a plan to offer an optional version of the XR7G with Gurney Weslake 302 (we built a prototype that was an impressive performer), but the program was not carried out."

*Don H. Coleman
Los Angeles, CA*

VIVA LA CARRERA PANAMERICANA – LA AGONIA DE LA DERROTA

The most dangerous road race in the world? A great many people would agree that that title belongs to the Mexican “La Carrera Panamericana.” It was originally run between 1950 and 1955 over five days. That first year it started in Juarez (just across the border from El Paso) and ended in El Ocotal, Chiapas, near the Mexico/Guatemala border. It covered a total of 3300 kilometers (2176 miles) and included elevation changes from 328 to 10,482 feet.

Initially the Mexican government used the event to celebrate the completion of its Panamerican Highway. The race ran almost entirely along this new highway, which crossed the country from north to south. It attracted international attention because it was included on the World Sportscar Championship’s calendar. A huge field of entries — 132 that first year — included drivers representing Formula One, Indy, rallying, endurance racing, NASCAR, hill climbs and even drag racing. Entries were limited to sedans with five seats. Large American cars like Oldsmobiles, Cadillacs and Lincolns were favored but mixed in with the pros were ordinary citizens (including a couple of Mexican taxis and their drivers).

For 1951 the race was run from south to north, making it convenient for the large number of American entrants to head home after the race’s conclusion. Ferrari entered a team of cars (the 5-seat rule was bent a little to allow the vaunted marque). Two well known Mexican sportsmen were killed in the first two days, causing an uproar from



If there’s any good news in this story, it’s that this is **NOT** a Shelby. Let’s get that out of the way right up front. Although Virginia Beach, VA SAAC member Jeff McKain owns 6S435, this ain’t it. He also fields a clone to race to keep the original Shelby out of harm’s way. So while this is bad, it could have been a lot worse.

the Mexican press. Ferraris finished 1-2. A second class was added in 1952, for sports cars. A factory Mercedes team won the race in a 300SL. The field continued to increase as the event continued to catch the attention of the racing world. A large number of international drivers would try their hand during the next three years, including Bill France and Curtis Turner, Mickey Thompson, Clay Smith, Ak Miller, Phil Hill, Carroll Shelby, John Fitch, Umberto Maglioli and Juan Manuel Fangio. Following the 1955 LeMans disaster which killed 80

spectators in the fiery crash of Pierre Levegh’s Mercedes, the Mexican race was cancelled in the name of safety.

The Carrera Panamericana was resurrected in 1988 as a vintage event. It was stretched to seven days and covered a 2000-mile route. An 80 entry limit is comprised of 1950s and 1960s American stock cars (with upgraded engines and suspensions) as well as sports cars. There are 10 classes organized by age and authenticity (which mostly relate to the body style). It is run with government backing over special closed stages of public roads and fast transit sections through central Mexico (where speeds have reached 190 mph). At the initial navigator’s meeting this past year they are warned that half of the accidents happen during the first day in a particularly winding and treacherous section.

Into this boiling cauldron of testosterone jumped SAAC member Jeff McKain, spearheading a four car team (3 Mustangs including his GT350 look-alike) and a ‘58 Jaguar XK150. All three Mustangs crashed before the fifth day. None of the drivers or navigators were hurt seriously, but McKain did suffer broken bones in his arm and hand. Son Jeff required some tendons to be stitched back in his leg. They were undeterred and promise they will be back again next year.



TRANSMISSION QUESTION- AUTOMATIC ANSWER

I have taken the automatic transmission from my 1966 Hertz to a trusted transmission shop to look it over. Is there any little modification that Shelby made that a fellow should look out for, or is this just a stock unit? I would not want anything changed or deleted that would take it away from the original condition.

Jerry Thorpe
Tacoma, WA

We turned to Jeff Burgy for the answer to this one. Jeff is a retired FoMoCo engineer who is an expert on Hi-Po automatic transmissions. He's been a SAAC member since Day One and he knows his stuff. Here is his response.

Jerry:

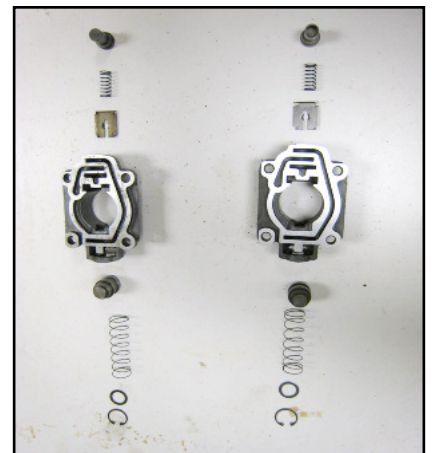
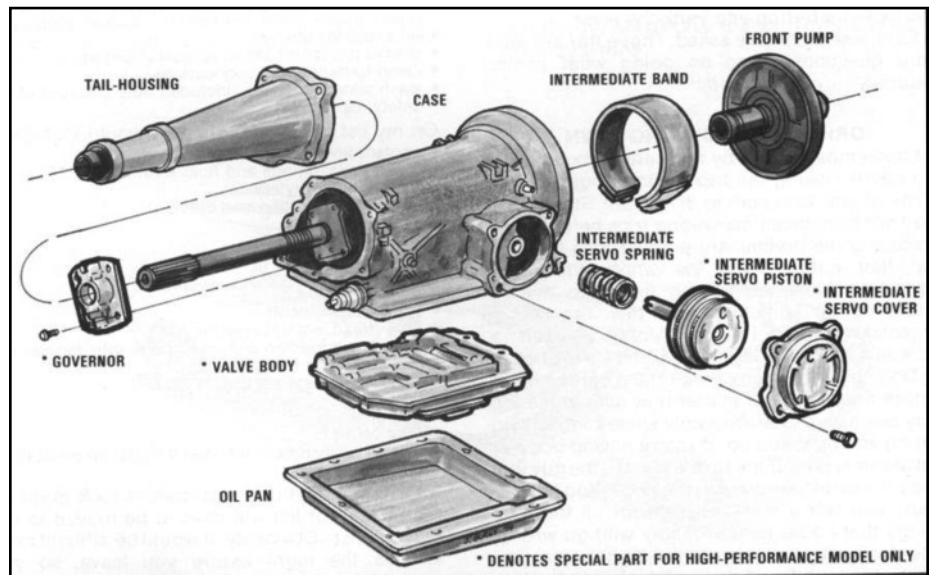
Be **VERY** careful with your original C4. There are a number of unique parts that **CANNOT** be replaced if they lose them. They are not unique to Shelby, but this was a special transmission built to go with the 289 Hi-Performance engine. Shelby did not change anything in them and, contrary to popular belief, they do not have a special (high stall speed) converter.

It is quite common for a transmission shop to just "swap" your unit for another C4 that has already been rebuilt. **DO NOT** let them to do this. Insist that they rebuild your original transmission.

The parts that are unique to your C4 Hi-Po transmission include the Valve Body, Intermediate Servo Piston and the Governor.

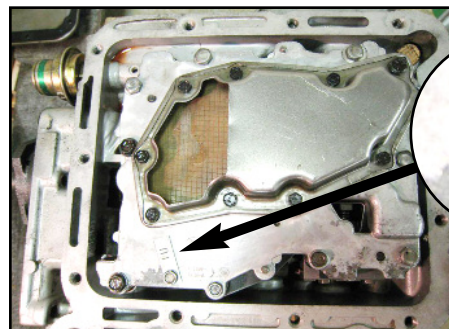
The first thing you want to do is save the tag from the transmission. The transmission tag is held onto the Intermediate Servo cover by one of the 4 attaching bolts. The correct tag for a 1966 Hi-Po C4 should have a code of "PCW-BA" on it. I would take the tag off and save it before I send the transmission to the rebuilder. Most trans shops just throw this tag away when they disassemble the transmission.

The C4 Hi-Po is a very good transmission and I would advise them to rebuild your trans to stock specs. I also recommend using only Type F fluid. Most places these days use "Mercon III" or "Dex-Merc" fluid which will work in a C4, but I prefer Type F which is what was originally used in the 1960s. Ford Type F fluid will give a firmer shift than the alternative fluid. You may have to shop around but it is available. - Jeff



Intermediate Servo Cover. This will have a "C" cast on it. If your cover has an "A" or "B" letter on it then somebody has already swapped your tranny for a non-Hi-Po unit. The cover on the top left is from a 1966 transmission. The cover on the top right, with the heavier letter "C" is from a 1965 trans. The piston [bottom, left] of the 1966 servo cover has a Ford oval logo. The 1965 piston [bottom, right] is a re-pop (there is no Ford logo).

The other part unique to the Hi-Po C4 is the Governor Assembly. It has a lightened secondary counterweight that allows the trans to shift at a higher rpm in "drive" than the standard model C4. A standard C4 shifts at WOT (wide open throttle) at around 4500-5000 rpm. The Hi-Po C4 shifts at WOT at around 5000-6000 rpm. The factory Hi-Po governor has a white paint stripe on it. Stock governor is pictured on the right; Hi-Po governor is on the left.



The Valve Body in the Hi-Po C4 is special, and has settings calibrated for the 289 Hi-Po engine. The stock Hi-Po valve body will have a "1U" tag on it. Make sure they save this tag.



Secondary Counterweights in detail. Hi-Po counterweight on the right has been machined to reduce weight. This results in higher rpm shifts.

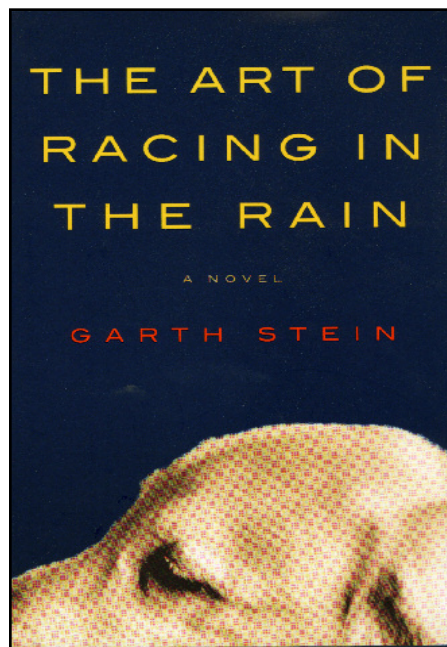
REPLICA REALITY

It's taken about 20 years to get here but it looks like the individual states' motor vehicle departments have finally gotten a handle on this whole replica thing. They didn't get there by themselves; they had a lot of help from SEMA (the Specialty Equipment Market Association), which a lobbying organization that represents the speed equipment and aftermarket parts industry. Replica and street rod owners have been experiencing problems in getting their cars registered in various states since the 1980s. Neither fish nor fowl, these vehicles didn't fit neatly into the categories of various motor vehicle regulations and standards were sometimes arbitrarily applied—often based on the knowledge (or lack of it) of the motor vehicle inspectors doing the actual inspecting. Individual owners who built their own cars were whip-sawed by often contrary regulations. They had no one to speak for them and were left to negotiate with the DMV labyrinth on their own. As the replica and street rod business blossomed through the 1990s, companies discovered that sales were directly related to an owner's difficulty running the registration gauntlet. The more difficult it was to get a car legally registered, the less interest there was by buyers.

What to do? As SEMA members (which most of the larger replica manufacturers are), they brought their problem to the attention of the association. It went to work investigating the situation and proposing model legislation which it presented to various states. The states saw that SEMA's model legislation was fair and workable, and with the heavy lifting done, began to fashion legislation implementing SEMA's ideas.

SEMA's suggested legislation created a definition for replica vehicles (Cobras as well as street rods, street machines and other replicas) stipulating that vehicles meet only the equipment and emissions standards in effect for the model year and vehicle being replicated. An example is the law recently enacted in Idaho. It defined a replica as "a vehicle made to replicate any passenger car or truck previously manufactured using metal, fiberglass or other composite materials. Replica vehicles must look like the original vehicle being replicated but may use a more modern drivetrain." That should make all owners happy.

READ THIS !

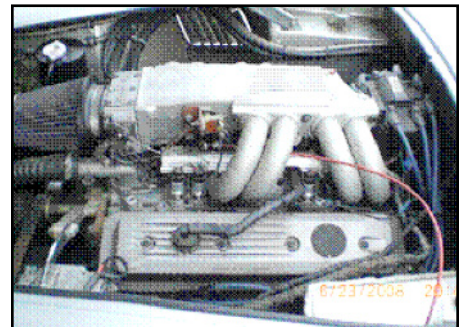
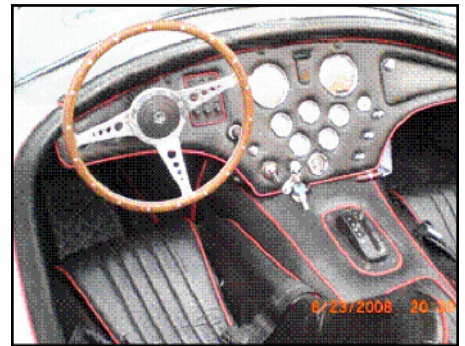


When it comes to suggesting books, we don't normally wander too far afield from the subject of Cobras, Shelby Mustangs, GT40s and their ilk. However, this book is an exception. We have never read anything else quite like it and everyone we've suggested it to who has read it cannot get it out of their mind. If you like dogs, you need not read any farther. Just buy this book. But even if you're not crazy about man's best friend, this is a wonderful story narrated through the eyes of a dog. His name is Enzo and his owner, Denny, is a race car driver. When Denny goes to work every day he leaves Enzo home with the television on and Enzo learns most of what he knows through the television. Denny puts it on a different channel each day, educational programs or racing, so Enzo's education is varied. Enzo believes in reincarnation, and that when he dies he will come back as a man. It is one of the most cleverly written and emotionally complex books you'll ever read. When you're done you will never look at a dog the same way again. If this has piqued your interest, you can watch a short trailer as well as a few clips of interviews of the author, Garth Stein, on You Tube:
www.youtube.com/watch?v=yrsMt1zrmUk&feature=related
www.youtube.com/watch?v=3WXNOclZkyg
www.youtube.com/watch?v=q7jnKeclY2w&NR=1
www.youtube.com/

CSX3152? YEAH, RIGHT



We recently received an email from a Cobra enthusiast in France who said he was negotiating to buy what was described to him as CSX3152. He attached photos and fortunately—for him—he had the good sense to ask someone before he made the actual purchase. We're happy we were able to keep him from making a very expensive mistake. But we're left wondering about the next enthusiast who will be looking at this car and who may not have the presence of mind to get an expert opinion. Because sooner or later this car will find a home, but it won't be a happy one for very long. Caveat emptor!



THE SECRET OF THE TROPHY QUEEN REVEALED !



Frank Zizzo showed CSX2021, his vintage race prepared small block Cobra, to this year's annual John Force Car Show, held at Force's showplace facility in Yorba Linda, CA. It was about a 40-mile trip with mufflerless side exhausts, which is always interesting. The event drew nearly 1,000 cars of all descriptions: mostly street rods, wild customs and drag race cars. The one-day show benefits the California Highway Patrol's "CHiPs for Kids" toy drive. Zizzo's Cobra, accurate right down to the Vertex magneto, was chosen as one of the Top 40 cars and the award was presented by the trophy queen, a typically pneumatic Hollywood blonde actress whose recent credits escape us at the moment. But haven't we seen that face somewhere before? What did not escape us, however, was captured by the camera's lens in the blink of an eye. Most of us have wistfully wondered about those trophy queens. They present the winners the trophy, but is there a special, ah, more personal prize being offered? She obviously cannot make such a promising offer to every winner, so exactly how is the message passed? We've always wondered, until we saw Zizzo give her the secret signal. It looks so innocent but—you old junkyard dog, you. It can only mean, "Stop back later and I'll give you the REAL trophy, Big Boy."



AN E-MAIL FROM NIGERIA! SCAMMERS NEVER SLEEP

Just about everyone with a computer has received an e-mail from someone offering to share a percentage of upwards of \$20 million dollars which is allegedly tied up in some type of unfathomable bureaucratic red tape in a bank in some thies world hellhole like Lagos, Mogadishu, Djibouti or Timbuktu. If only you can provide your social security number or a bank account information which will break the log jam and free up the money, a percentage of which will be posted into your account. Obviously, if you fall for this scam sympathy for you will be in short supply.

Curt Scott, long time SAAC member and the owner/operator of the highly regarded website "Cobra Country" (www.cobracountry.com) has made it something of a personal crusade to chronicle the antics of the Nigerian "scambags" as he calls them, on the pages of his website. Scott was a contributing editor to several street rod and kit car magazines and started his site in 1995 as a way to publicize a book he had written, *"The Guide to Cobra Replicas."* The website became popular as he expanded it to cover all Cobras (in fact, once he began using that word he never used "kit car" again). Soon the site included event reports and photos, product reviews, and readers began sending in ads to sell their cars. This quickly expanded to consume a large portion of the site and because Scott demanded top quality photos from sellers, the ads were unusually successful. He says the real trick to selling a car is providing really good photos, and to that end he has written a guide to shooting photos of your car (which can also be found on his website). All types of Cobras are advertised: originals, replicas (including Daytona Coupes) and GT40s (both originals and replicas). In the intervening years Scott has updated his *"Cobra Replica Guide"* several times and it has become indispensable to someone contemplating a purchase of one of those cars—either new or used.

Scott says these e-mail scams began about six years ago and hardly a day goes by that one of his readers does not share one of these "offers" with him. Initially they were the type described above, but more recently they have gone a few steps beyond the usual "funds tied up in the national treasury" scenario and have zeroed in on the Cobra and GT40 ads which have become a large part of Cobra Country's website. They

also feed off other websites that carry high-end classified cars, so they're not limited to Cobras. Just about anything is fair game to these cockroaches.

There are several ways these scams typically unfold. One is for them to grab the description and pictures of a legitimate ad from a website and sit on it for six months or a year. Then they advertise it on some other website as their own, at a price that is way under market. This is the hook. There is always a convoluted story: the car is in one country, the person offering it for sale is acting on behalf of the owner who is in another country. The car must be sold quickly, etc. To seal the deal all they want is a good faith deposit – usually \$3,000-\$5,000 – and they will put the car into a container and ship it to you. When it arrives, if you choose not to accept it you refuse and it gets shipped back and your deposit will be returned. What's not to like about that deal?

Well... it starts and ends with the fact that there is no car to ship and once they get the good faith deposit, the good faith vanishes and the check is quickly cashed. The only guarantee you have is that that's the last you'll hear from the "seller."

Another scam unfolds when someone answers your ad, posing as an "agent" for the real buyer. He agrees to meet your price and asks for your bank account number so he can wire the funds directly into your account. The scammer can then deposit a bogus check into your account and then withdraw cash based on that deposit. Or the scammer can merely clean whatever you have in your account.

What most of these scams have in common is poor grammar, lack of punctuation or all upper or lower case characters. Or all of the above. Part of the deal may include a cashier's check, which most people think is as good as gold. However, with today's sophisticated computers and scanners, counterfeiting a cashier's check is fairly simple and by the time your bank discovers it is not worth the paper it was printed on your account has been ransacked. Yes, it's a cruel world.

An entirely different kind of scam involved getting you to make a phone call. You might receive a message on your answering machine or your pager which asks you to call a number beginning with area code 809. The reason you're asked to call varies: it can be to

receive information about a family member who has been ill, to tell you someone has been arrested or died, to let you know you have won a wonderful prize—or perhaps that they're interested in buying the car you have for sale on the Internet. In each instance, you're advised to phone the 809 number right away.

Since there are so many new area codes these days, you may not recognize the area code and will return these calls. If you call from the U.S., you will be charged perhaps \$25 per-minute! Sometimes the person who answers the phone will speak broken English and pretend to not understand you. Other times, you'll just get a long recorded message. The goal is to keep you on the phone as long as possible—which increase the charges. When you get your phone bill you'll discover that you have been charged more than \$100.

Here's why this works: The 809 area code is located in the Caribbean (specifically, the Bahamas, aka the British Virgin Islands). The 809 area code can be used as a "pay-per-call" number, similar to 900 numbers in the US. Since 809 is not in the U.S., it is not covered by U.S. regulations of 900 numbers, which require that you be notified and warned of charges and rates involved when you call a "pay-per-call" number. There is also no requirement that the company provide a time period during which you may terminate the call without being charged. Further, whereas many US phones have 900 number blocking (to avoid these kinds of charges), 900 number blocking will not prevent calls to the 809 area code. No matter how you get the message or what it is, if you are asked to call a number with an 809 area code you should disregard the message. Be **very** wary of e-mails or messages asking you to call an 809 area code number.

You'll want to avoid becoming a victim of this scam, since attempting to contest the charges afterwards can become a real nightmare. That's because you did actually make the call. If you complain, both your local phone company and your long distance carrier will not get involved and will most likely tell you that they are simply providing the billing for the foreign company. You'll end up dealing with a foreign company and they will argue that they have done absolutely nothing wrong. You will be chasing your tail.

SAAC BOOK OF SHELBY WORLD RECORDS

WHERE DID ALL THESE YOUNG AND STILL PRESENT OWNERS COME FROM?



The last issue's "Book of Shelby World Records" carried a listing titled, "Youngest Person To Purchase A Shelby And Still Own It." SAAC member Don Langford responded; he was 18 when he purchased his '68 GT500KR in 1978. That touched some nerves from owners who were even younger. **Alton Sizemore** of Birmingham, AL (born 10/9/1950) bought his '68 GT350, 8T02J193227-02210 [above] from Southside Ford in Jacksonville, FL in 1968 when he was 18.



Chip Huffman of Warrenton, VA turned 18 on June 2, 1977. Two months and 28 days later he bought 67410F4A03145, a white GT500 with blue stripes. He is the car's third owner and he still owns it today. And how about this: when Chip bought this car at 18, it was his second Shelby. The previous one was a '68 GT500, #1854, that he totalled. That car is presently alive and well in Virginia and has received a new front clip.



Eric Johnson of Firestone, CO (born 10/12/1963) bought his '67 GT500, 67411F--0100 on December 27, 1979 [pictured above] on the day he picked it up for \$8500. It was originally a factory engineering car. Eric had a little help from his parents coming up with the money, and you can bet they made him promise them the moon in return. At that time he was 16 years, 76 days old. His car is a red GT500 automatic and today [below] it looks better than it did back in 1967.



Roger Staib, Perrinevillen NJ. When he was 16 years and 11 months old, Roger (now 51) paid the princely sum of \$2,800 for 8T03R205940-03277 to Morristown Ford in Morristown, NJ. That was in April of 1970. The car was actually purchased for him by his father and the certificate of ownership was changed a month later when he turned 17. Roger recalls tearing a photo of a '68 Shelby out of a car magazine when he was in high school and showing it to his friends, proclaiming that when he got his license this was the car he would buy. Naturally, they scoffed at him and laughed but he has had the last laugh because now, some 36 years later, these same friends are bringing their sons over to see the car their mom or dad used to ride in when they were in high school. The Shelby only has 28K on the clock and has seen less than a half dozen rainy days under Roger's ownership. It remains box-stock and all it needs is a coat of paint, which is scheduled for "soon."

Please send all Shelby World Record submissions along with a photo (which will be returned) to:

SAAC HQ attn: Shelby Records
PO Box 788 Sharon, CT 06069
fax: 860-364-0769 email: saac@saac.com

