



The MAIL SAAC

Notes from the SAAC Mailroom:

There's trouble in paradise. Word has reached us that Cleo Shelby has filed a lawsuit against the trustees of The Carroll Hall Shelby Trust. Please bear with us as we attempt to wade through this 156-page swamp of legal mumbo-jumbo and baffle-gab. The co-trustees of Carroll Shelby International are co-CEOs Joe Conway (husband of one of Shelby's nieces) and Neil Cummings (long time attorney for Shelby and board member in many of his enterprises including the Carroll Shelby Foundation – formerly the Carroll Shelby Children's Foundation and before that the Shelby Heart Fund). Carroll Shelby International is an umbrella organization composed of Shelby American, Inc., Carroll Shelby Licensing, and The Carroll Shelby Foundation. With us so far? This tangled web makes a Charles Dickens novel look like a straight A-to-B line by comparison.

Cleo is alleging financial improprieties and failure to uphold contractual obligations following Shelby's death. According to her suit, Shelby bequeathed approximately \$540,000 to various individuals with the remainder going to her. She further alleges that Conway and Cummings paid themselves \$250,000 a year each, with annual increases, to administer the trust. Conway also received in the neighborhood of \$140,000 annually as President of Carroll Shelby International, \$230,000 a year as President of Carroll Shelby Enterprises and \$370,000 a year from other business related income. Cummings received additional, unspecified "legal fees" for his services within the companies. Nice work if you can get it.

Cleo asserts that the Carroll Shelby Foundation, the charity established by Shelby following his heart transplant to provide money to children with heart-related medical problems, had a cash value of \$1,110,023 before CS's death and is currently worth less \$313,250. She also asserts that few charitable grants have been made (less than \$71,000 in 2013).

CRUISING AROUND WITH JAY LENO



Ever since he retired from "The Tonight Show," Jay Leno has been busier than ever. On the road for forty-five days straight doing comedy gigs, he was recently in Charlotte to do a show. During the day he met up with Tom "The Cobra in the Barn" Cotter and they rode around in CSX2490 doing typical "car guy" stuff. One of the stops was a visit to Holman-Moody. The two were caught on camera having lunch outside of Price's Chicken Coop (a wing dinner and sweet tea, if you were wondering). The picture looks like two hobos sitting next to the railroad tracks eating chicken. Thanks to Jim Sfetko for the heads-up; the photo ran in *The Charlotte Observer's* May 28, 2015 issue.

ALL 6 COUPES COMING TO GOODWOOD ?



This year's Goodwood Revival, on September 11-13, in England will celebrate the 50th Anniversary of the Cobra Daytona Coupe. The event promoters are claiming that all six of the original cars will be in attendance. Where are they? Scottsdale, Arizona; Philadelphia, Pennsylvania; Tooele, Utah; Glasel, Switzerland; Buenos Aires, Argentina and Tokyo, Japan. Will they be able to get all six together? It sounds like a long shot to us because it would cost a small fortune. Does this event

event have that kind of a budget? We inquired about getting CSX2287 to SAAC-40. Pocono is only about two hours from the Simeone Museum in Philadelphia and we were told we would have to pay for the insurance: \$6,500 for two days. Insuring all six cars for shipment to England (no doubt by air for five of them) along with cost associated in this transportation has to be astronomical. Goodwood's press release said that two cars will race in the RAC Tourist Trophy on Sunday and all six will participate in on-track demonstrations on each day. It should be quite a show. The Coupes will be parked in a special area of the main paddock which will be made to resemble the pit lane of the 1965 Sebring event. We wouldn't bet against six Coupes being there, but will they be six *original* coupes? Between the 25 replicas built by Mike McCluskey and another half dozen built in Europe, we're guessing there will probably be more than six. Pictured is SAAC member Claude Nahum driving his replica Coupe at Goodwood last year.

There is also an allegation that the trustees were not making the various trusts productive. All of Shelby's cars were put into the trust to shield them from taxes. They were valued at \$18M when he died. Cleo claims she is being charged for the maintenance of these cars as well as various other expenses. Additionally, new cars are being purchased, and some real estate is not generating income. There are also other allegations centering around the trust and trademark receipts including a dispute over how money from this source was handled.

This is only her side of the story, of course, and we've only hit the high points from the filing which, as we said, filled 156 pages. There are more details but they tend to make your eyes glaze over. Don't expect to hear about a settlement any time soon. Before the two parties push hand trucks full of boxes of documents into the Los Angeles courtroom there are a number of legal courses of action and pre-trial procedures that will take place. Not the least of which is discovery, which allows each side to obtain evidence from the other party, using devices such as interrogatories, requests for the production of documents and depositions. It wouldn't take much of an imagination to picture an octogenarian Cleo being pushed into court in a wheelchair for the trial's opening. The wheels of justice turn slowly and that \$313,250 in the foundation's coffers won't last forever. We're sure both sides will be hungrily eyeing CSX2000 and will have Barrett-Jackson on speed-dial. But before it gets sold you can bet *that* will create another law suit.



It appears that the Rubicon may have been crossed. We've seen numerous full-page ads in various automotive magazines for companies advertising financing for collector cars. To grab your attention they use a photo of a Ferrari, Cobra or Lamborghini. When the prices of collector cars increase or remain at high levels these ads proliferate. When values decrease they vanish. The concept behind this financing is that if you are able to qualify, you won't have to come up with the purchase money on your own. You won't have to sell stocks or bonds, or rely on the sale of real estate or another car. You can borrow the money and repay it

HI-PO OPTION FOR REVOLGY MUSTANG?

In the last issue we reported the introduction of the Dynacorn-bodied 1966 Mustang to be produced by Revology Cars in Winter Park, Florida. From the outside it was a bone-stock Mustang convertible but all mechanicals including the engine, transmission, brakes and suspension were to be upgraded with state-of-the-art Mustang components. A three-year powertrain warranty and a five-year rust and corrosion warranty was included in the \$119,500 package.

Our final thought on the subject, which we included at the end of the editorial was, *"If enough buyers do materialize, we're guessing it will only be a matter of time before a GT350 model will become available. Look for a stronger engine and more go-fast goodies. Just what the world needs."*

Well, if Revology has sold any cars yet they are keeping it a big secret. However, they recently announced that they are making a more powerful engine option available: the 460-horsepower "Coytote," the same high performance engine used in the 2015 Mustang GT. It has an aluminum block and heads with dual overhead cams and independent variable cam timing. Of course, you don't just give a car more horsepower without upgrading everything else: stiffening the body, larger brakes, a heavier duty driveline, larger exhaust and 17-inch wheels. Revology has not announced the price for this new package. Their press release said the cost will be announced later this year.



You can rarely take what a company's press release says as actual fact. It's usually a matter of trying to predict what they expect to happen in future, accompanied by a large dash of wishful thinking. And if what they promise does not turn out to be true, well, they can always issue another press release to paper over the previous one. Most people only remember the last press release they read, anyway.

A couple of Ford insiders (who will remain nameless) who worked at Emission Systems say this whole engine option will never get through the strict certification process that results in the assignment of a federally approved 17-character VIN. To get that the cars would have to be crash-tested and would have to pass emissions testing. The Ford insiders predicted that the Revology cars will have to be treated as kit cars, with a separate company adding the powertrain.


LAUREN FIX NAMED WOMAN OF INFLUENCE

But we already knew that. The Woman's Industry Network (WIN) recently named Lauren Fix as their 2015 Woman of Influence. The award was presented to her at the annual WIN Conference Gala Dinner in Washington D.C. WIN described her as, *"a liaison between the repair shop, the automotive boardroom, and the average driver's home garage."* She has turned an enthusiasm for cars into a wide-ranging career in the automotive world. She is an acknowledged automotive expert, author of three books, spokesperson, TV personality, ASE certified technician, race car driver, SAAC member and Nobel Prize winner. Wait, scratch that last one. She has appeared on more television news shows than you can count, writes a blog and has a website: www.laurenfix.com Congratulations, Lauren.



with interest over the long term, but what makes this financing especially appetizing is that if (or, *when*, as most owners have come to believe that continued appreciation is virtually a sure thing) the value of the car rises, it will be possible to sell it, pay off the loan and be left with a tidy profit.

Why sell your stocks & bonds to obtain your next collector car?



Call us today to see how we can help you finance your next collector car. We'll help you trade in your stocks & bonds for your next collector car. We'll help you trade in your stocks & bonds for your next collector car. We'll help you trade in your stocks & bonds for your next collector car.

RAYMOND JAMES
3000 RIVERCHURCH DRIVE
ANN ARBOR, MI 48106
800.440.4400

Our observation that the Rubicon may have been crossed comes from seeing the above ad, showing a replica instead of an original Cobra. Are we reading too much into this? Could it just be that the advertiser doesn't know, or doesn't care, that the car in their ad is not an original Cobra but something that just looks like one? Or is it an admission by the financing company that the interest they collect from the loans they make is the same on a replica as it is on a genuine car? The principal is certainly higher for someone buying a CSX2000 or CSX3000, but the interest rates are the same. The more loans a financing company or bank can make is certainly good for their business. But that aside, did we just observe a subtle shift in the landscape? If so, it could bring Cobra replicas one step closer toward the credibility and acceptance their owners have long sought. Like so many other things like this, we'll just have to wait and see.



Ford has announced a super whiz-bang 2016 Mustang GT350-R, of which only 37 will be built to commemorate the original GT350 R-Models. Unless you are a dealer or buddies with a Ford higher-up forget about getting one. Wait. 37? We thought there were only 36. We'll dig into it and report back.

SERIAL GRAFFITI VANDAL STRIKES AGAIN



In the last issue we ran a photo of a graffiti thug caught scribbling on a GT350 at Amelia Island. Like everyone else who saw the photo, we thought it was just an isolated incident. Until another photo turned up here at SAAC HQ of the same hooligan desecrating yet another Shelby with a marker pen. We have been made aware that there are some people (the number of which is not known) who apparently have anger issues and take them out on inanimate objects. If anyone else has a photo of this philistine attacking a Shelby we appreciate seeing it. We'll print them here and maybe this hooligan can be identified and brought to justice. Email them to saac@saac.com


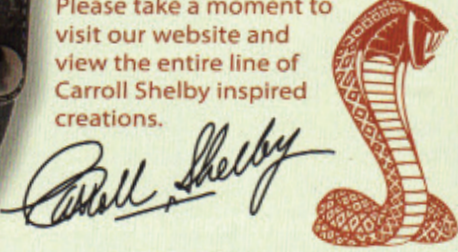
KING OF THE RANGE

**AMERICAN ICON
CARROLL SHELBY**

As one of his final undertakings, legendary automotive genius Carroll Shelby graciously collaborated with Cobra Gunskin Classics to represent him with their collection of fine shooting accessories.

This "King of the Range" holster stands out as one of the best, providing you ultimate comfort, a smooth fast draw, and flawless concealment. It's destined to become another Shelby classic. Please take a moment to visit our website and view the entire line of Carroll Shelby inspired creations.

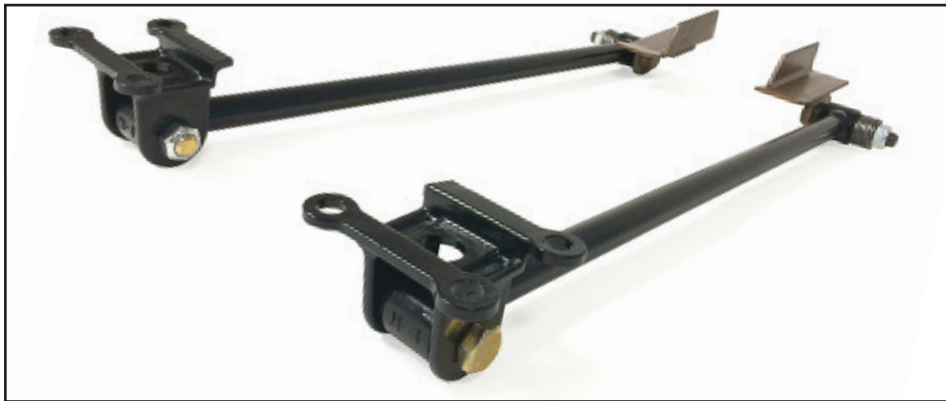
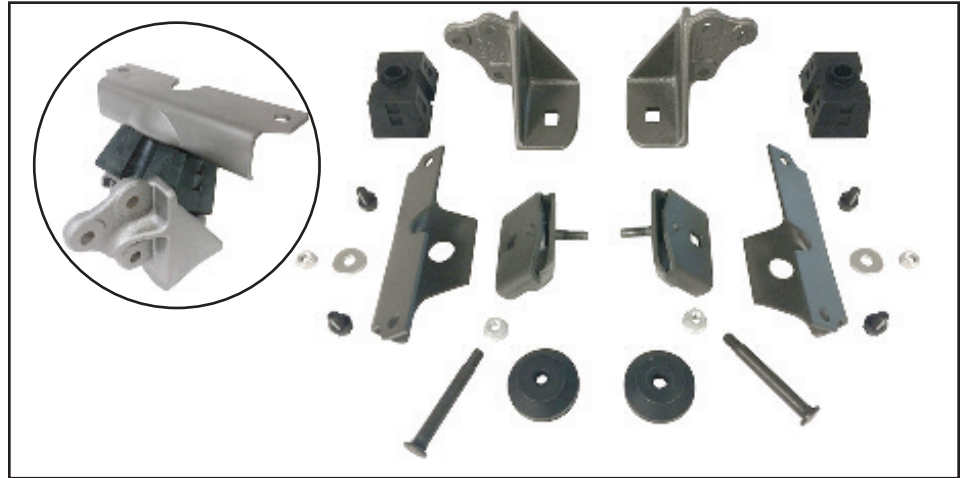
www.carrollshelby.us

Given enough time, the Shelby brand will be probably appear on more products than you can fit in a shopping cart. It started with Pit Stop deodorant and then chili, cornbread mix and taco mix. When Lee Iacocca started selling his own brand of olive oil, Shelby followed suit. Then there was specially labeled wine produced by the DenBeste Winery. Now Cobra Gunskin handgun holsters offers a Shelby-branded model. In the "small world department," the CEO of Cobra Gunskin is John Parlante, a former SAAC member and 427 Cobra owner. Want more information? Go to www.cobragunskin.us/

SOONER OR LATER EVERYTHING WILL BE REPRODUCED

Scott Drake Mustang has announced their newest reproduction projects. First generation 289 Hi-Po Mustangs and GT350s required motor mounts that were beefier than the originals due to their increased horsepower. The Scott Drake assembly includes everything necessary and they are finished to concours standards (it would be a wasted effort if they weren't). Cost for a pair is \$449.95. Expensive? Maybe at first glance, but try finding a pair of NOS motor mounts today. And here's another thing to consider: these cars are now fifty years old. Rubber parts were never made to last forever and even if you are lucky enough to find a pair of perfect motor mounts, they are still fifty years old.



Drake has also reproduced 1966 GT350 under-ride traction bars. The details and markings are identical to the originals. One change is to increase the wall thickness of the bars themselves because the originals were prone to bending under heavy acceleration. Rubber bushings, alignment spacers and zinc-plated Grade 8 hardware are part of the package. Finish is semi-gloss black powder-coating. The price is \$159.95 – not much more than you would pay for a good used pair at a swap meet, if you could find them.

www.scottdrake.com

AS IF YOU DIDN'T ALREADY HAVE ENOUGH TO WORRY ABOUT

This news item was posted in the Atlanta Journal-Constitution's June 6 online edition. "A salesman selling a nearly \$100,000 sports car was carjacked at gunpoint during a test drive near St. Augustine [Florida] Saturday. During the test drive of a replica 1965 Ford Shelby Cobra, the suspect told the salesman he wanted to show the car to a friend to get a second opinion of the vehicle. As the salesman turned the car off US 1 North, the suspect allegedly took out a gun and ordered the salesman to stop the car and exit the vehicle. Deputies searched for the vehicle by ground and air but have not yet found the car. It was last seen driving towards US 1 North."

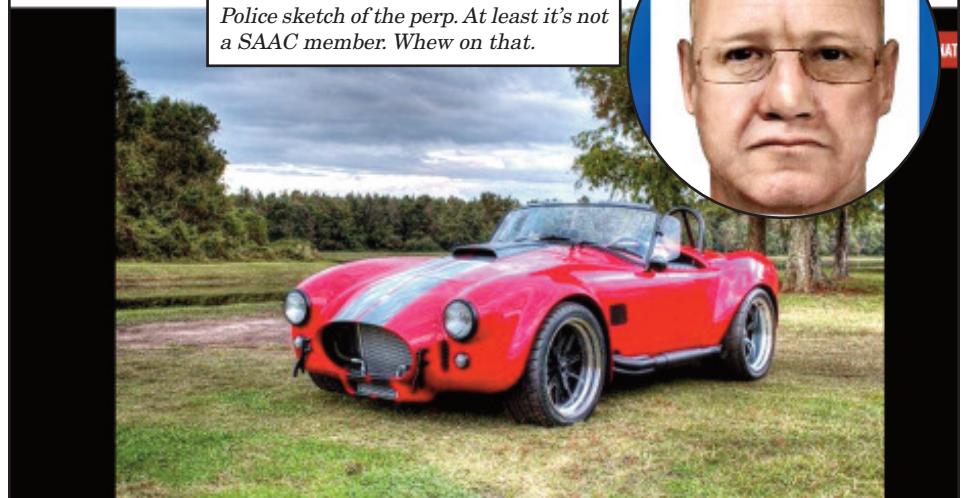
This is the first Cobrajacking we've heard of, so we have no way of knowing if it is freak, one-time occurrence or if it is the beginning of a trend. Whatever it is, it is very unsettling. Individuals trying to sell a car can be at the mercy of the buyer.

Obviously the seller will, somehow, try to qualify a buyer. A teenage gang-banger or someone who looks like a homeless person would not be invited to take the car for a test drive. But someone nicely dressed, well-spoken and polite could slip under your radar. If there is a way to prevent a Cobrajacking, we can't think of it. Barrett-Jackson or Mecum are beginning to look better and better.

\$100K Shelby Cobra carjacked at gunpoint during test drive

© 8:24 p.m. Saturday, June 6, 2015 | Filed in: Nation

Police sketch of the perp. At least it's not a SAAC member. Whew on that.

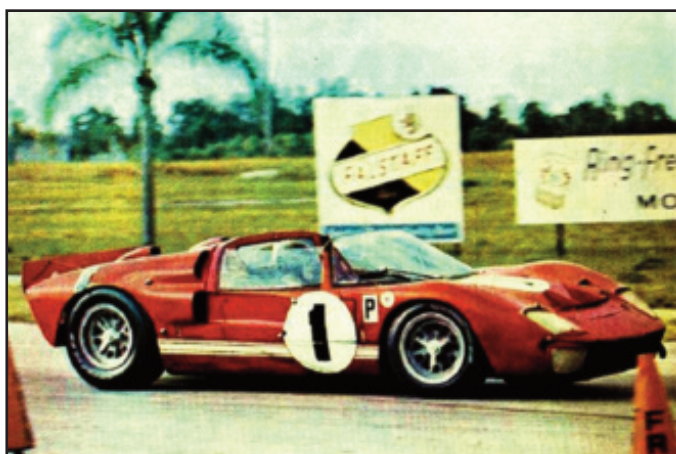
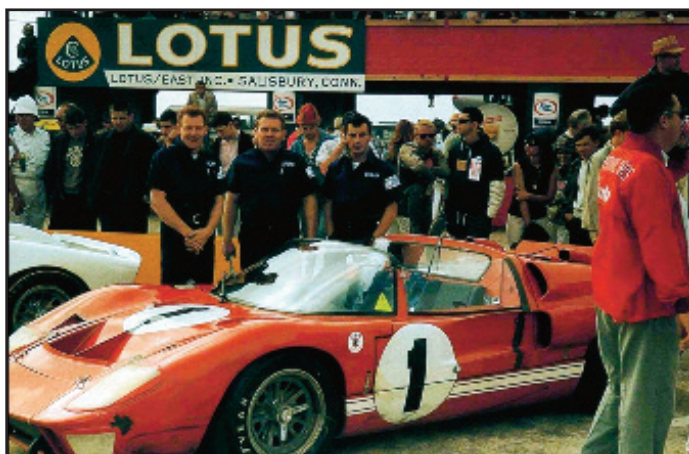


We've seen the open Ford GT described as a "Spyder," "Targa," and "roadster" but the Ford GT community has never used these names. These cars have always been known as "GTX-1," "GTX-1 roadster" or "GTX-1 conversion." At the beginning of GT40 production four open cars were produced. They were described in factory memos and work orders as "roadsters." The four were: GT/108, GT/109, GT/110 and GT/111. Three of them were small blocks but one car, GT/110, was built with the notation "*Dearborn Experimental Car—aluminum chassis.*" Initially it went to McLaren Cars where it was built into a MK II with a 427 engine and completed to Group 7 specs. It carried the designation "Ford X-1" in the rocker panel stripes and McLaren entered it in two Can-Am races in 1965, Mosport and Riverside, where its performance was less than stellar due to being overweight. It was also raced at Nassau in 1965. After that it was sent to Kar Kraft where it was given standard MK II front and rear bodywork, still as a roadster. Then it was shipped to Shelby American where it was painted red and prepped for Sebring with an automatic transmis-



sion. Two were chewed up by drivers Ken Miles and Lloyd Ruby before a four-speed was installed for the race. They were running second at the end of the race when the #1 car, driven by Dan Gurney, quit

right before the finish line. In desperation, Gurney pushed his car across the line only to be disqualified. It was a heart-breaker. The car continued to be referred to as the "X-1 roadster."



So, what's the back story on the GTX-1 conversions? These cars are post-title cars: you buy the car and deliver it to Mark Gerisch of Genaddi Design Group in Green Bay, Wisconsin. *[Those with long memories may recall Gerisch's involvement with M&L Specialties back in 1985; he built one of the first aluminum-bodied "exact duplicate" 427 S/Cs which was purchased by Jay Leno.]* Gerisch had a prototype at the November 2005 SEMA show which was painted

Valencia Orange with Titanium Silver stripes. At that time Gerisch was reported to have been optimistically estimating that, perhaps, 600 GTX-1s might be built. The initial press release pegged the price of a conversion at \$38,000 but before production even began that price had surged to \$48,000.

Gerisch was planning to market several different "series" of GTX-1s. The SEMA Special Editions would all painted the same as the show car. Each series

would have its own unique badging. Nobody knows exactly how many GTX-1s were built. SAAC's Ford GT Registry has VINs for 38 GTX-1s. At least half a dozen or so were removed from Gerisch's shop by unhappy owners and were completed by independent shops that specialize in Ford GT work, like "The GT Guy" and Kip Ewing. One of the downsides of the conversion was that no suitable top was produced to protect the driver and passenger from the elements.

Apparently not too many Ford GT owners were motivated to shell out an additional \$38K only to end up with a roadster without a top. Gerisch scampered around to come up with two different top designs. One was an ungainly, fold-up fabric affair and the other was a collection of composite pieces that had to be assembled on the car. When it was installed it was actually quite elegant but carrying the pieces in case you were caught in a rainstorm was a problem. It was, however, an alternative to a full hardtop, a T-roof or even pop-up panels. Unfortunately, very few GTX-1 customers ever got any type of a top from Gerisch and were not very happy about that. What followed were the usual re-cremations and a law suit or two which resulting in Gerisch's January 2008 announcement that he would be ceasing production. A month later, desperate to raise capital, he announced that he would sell "kits" consisting of leftover GTX-1 pieces (clamshells, unique hardware and the like) for a mere \$24,000. It is not known how many takers he had.



2016 FORD GT NEWS – PHOTOS SPOTTED ON THE INTERNET



Keeping interest high on a super car like the 2016 Ford GT is a full time job. While Ford doesn't have dozens of examples running around at this point, one way to pique interest is by showing different colors. The shot of the blue car was taken at the car's unveiling at the Detroit Auto Show in January. Somebody at Ford Performance obviously changed the color by computer.



It's hard to tell if the red and white striped car (photographed at Ford's Product Development Center in Dearborn) and the silver and Titanium striped car (shown at the New York Auto Show in March/April 2015) are one in the same, just wearing different paint. The third photo shows a Ford stylist working on one of the clay models.

FANS FIND FABLED FANTASY FALCON FABULOUS

The National *Falcon* News



May 2015

The Monthly Magazine of The Falcon Club of America

Pete Brock's 1963 Falcon Sedan Delivery
Shelby American Collection
Boulder, Colorado

Ken Young admits to being a Falconista of the First Order and has been one for a long time. He has owned a flock of Falcons over the years. He is also a member of the Falcon Club of America (quite understandable) and he loaned us a copy of the May 2015 issue of their monthly newsletter. It contained a feature article on one of the most famous Falcons of all time, Peter Brock's 1963 260 V8 four-speed sedan delivery. He purchased the car in the spring of 1963, while working for Shelby American. It acquired his signature Guardsman Blue LeMans stripes and became a rolling test bed for a number of Cobra aftermarket performance pieces.

The car currently resides in the Shelby American Collection museum in Boulder, Colorado. That's where Falcon guys Ronnie Crawford and Joe Hughes went to research and photograph it for the Falcon Club magazine.



We found their coverage of this car very interesting because some of the Falcon details they spotlighted were things we were completely unaware of, like the presence of a manual choke with the cor-

rect knob and a reworked fuel filler with hand-fabricated drain. The rear of sedan delivery cars had a flat plywood floor instead of a rear seat. Brock built a storage area beneath it, accessible by a trap door.

An American Treasure

—Continued from page 7

He gave enthusiastic approval, as the Falcon is the oddball among so many significant Ford race cars. In my research, I haven't found much in the way of photos and specifics on the Falcon, so here it is.



The earliest photo of the Falcon (but I can't find when Pete Brock took the photo) is the summer of 1962 outside of the Shelby American facility. It is from an October 1962 Hot Rod magazine article "Shelby Ford Shelby's latest equipment which was sold through Ford dealers." "Total Performance" magazine. Notice in this photo are the Mobil racing stripes and Cobra emblem.

a parts chaser and advertising vehicle for Shelby and Ford. Using one of Pete's blue trailers, it was used to take personal and Cobras to and from test sessions at Riverside Raceway. Pete would always paint his race cars with America's racing colors, white with blue stripes. He promptly put

The Falcon was purchased new by Peter Brock. Pete was a young automotive design student in California and was hired by GM. He worked with Bill Mitchell, Harley Earl, Zora Arkus-Dunayev and Ed Cole. His 1957 sketch of the "Stingray racer" became the iconic 1963 Corvette. He left GM in 1958 and returned to Southern California where he raced his sports cars and wanted to open a high performance driving school. In the summer of 1961 he teamed up with Carroll Shelby and opened the Carroll Shelby Hi Performance Driving School. He was Shelby's first employee.

As the Cobra program advanced, Pete placed an order for the famous Falcon Sedan Delivery. The Falcon soon became

blue stripes on the Falcon in the summer of 1963. Now we have a lineage of where the Mustang GT 350 stripes originated two years earlier. Pete is the designer of the famous Daytona Coupe, a highly successful car on longer tracks such as Daytona. The Daytona Coupe was superseded by the new GT 40. He also used his art skills to design Shelby merchandise, official posters, and the first print ad for the new 1965 GT 350.

Now starts the saga of the 1963 Falcon #3129F210145. It is a Wimbledon White, Deluxe SD 788, built on 03 May in Lorain, Ohio, equipped with



10

The National Falcon News

An American Treasure

—Continued from page 7



The famous Pete Brock 1963 Falcon Sedan Delivery. Pete's old racing red tractor is in the lot. Note the photo on the wall in back, showing the famed Daytona Coupe in wood block stage of development.



Pete Brock and John O'Brien with Cobra Daytona Coupe body back and 1963 Falcon in 1963.

This photo, shot outside of Shelby American in the fall of 1963, shows Pete Brock with John O'Brien looking at the Daytona Coupe in wood block. This was a preliminary stage before the fabricator could form the body. This is cool because Pete's Falcon is in the photo.

11

Another odd feature is that it has a chrome knob. It didn't get a chrome knob and had a plastic insert in the dash. This story has legs, let's see where it takes us.

While doing his workhorse chores, the Falcon Sedan Delivery also had a minor role in the 1964 movie "The Killers" starring Ronald Reagan, Lee Marvin, Angie Dickinson and Claude Akins as Shelby. It shows footage of early Cobras roaring around Riverside Raceway.

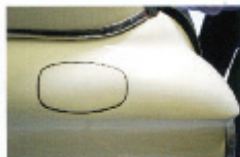
The engine improvements are the subject of an enthusiastic three page article by Tom LaBroy Smith in the October 1963 issue of Hot Rod Magazine, touting Shelby American's 260 and 289 Ford hop up kits that became an integral part of Ford's "Total Performance" campaign.

The Falcon was thoroughly photographed by my friend Joe Hughes, who also did my Christmas cards in the past.

—Continued on page 16

The National Falcon News

Pete Brock's 1963 Falcon Sedan Delivery



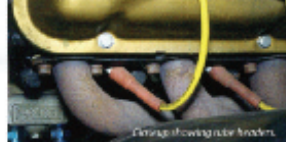
Major task still! He raised the gas filler tube and built a keyhole door. As we all know, Falcons do have a fuel lock problem. This is how Pete solved it.



This V8 was rated a lot of questions for me. Note the blank point coil and the weight DSE. This is a 1963 deluxe truck. I got May '63. He knew the car was white when he took delivery of it.



Now it is ready for spilled gas and rusted paint. It all seems so simple, I speculate that the Ford cost analysis people rejected an idea like this as costing too much for an every day car.



Above: Check photo showing modified wheel openings with change from production model. Left: Close up showing these changes to the front. Note the Cobra emblem on the front fender.

May 2015

19

An American Treasure

—Continued from page 12



In this photo you can see the placement of the Falcon in the museum. Look at what the staff. On the back wall you can see a ribbonman Woody Allen. GT350's silver stripes, the complete Cobra A70 as sold through the Ford dealers. Drive photos and postcards (GT-40 and 7) Car body parts are also hanging on the wall. The Daytona Coupe photo is to the upper left.



We crawled all over, under, and around this special car and the photos are the tell all. Look at them closely.

All of the fender openings have been enlarged slightly with a perfect roll on the backside of the fender. The profile looks stock until it is painted out. The plywood box, unique to Sedan Deliveries, is modified with a lid which allows access to the perimeter washed space in the box. One modification that all of us can relate to is the relocation of the gas filler tube, eliminating the spills, stains, and ruined paint. Pete's modifications aside from performance mods, are things that we wish Ford would have done in the first place.

Pete sold the Falcon in the 1980s. Several years later, Texas Cobra enthusiast Rick Nagel bought it, repaired it and added the modern side mirrors.

The car has the deluxe two-tone vinyl interior, black leather four speed and a manual choke knob on the dash. Air car cylinders have. Note the finger hole in the plywood box for opening the storage compartment. The door is attached with a full length piano hinge at the rear of the opening. Look into the compartment just behind the rear seat. Petrol is sold door in the plywood box that replaces the rear seat on a regular. All this comes with the box, the driver's trap door with a finger hole to open it, so that wasted space in the box could be used for storing tools and such parts, perhaps providing the driver a good stash area.

—Continued on page 20

15

The National Falcon News

TAKING AUCTION DESCRIPTIONS WITH A GRAIN OF SALT

Or, in some cases, a whole truckload of salt.



The Houston Mecum auction catalog description of this Hertz car was fairly innocuous: “Mostly unrestored car that has survived the test of time...extensive Shelby Registry documentation...racing log book...original sheet metal...70% original paint...” It appeared to be one of those “what you see is what you get” cars—except that it wasn’t. If anyone peeled the onion back they would have discovered that 6S1991 had a lot more history than that.

After the car was sold, Rick Carey wrote a commentary on the car for a May 22 posting on *Sports Car Digest*:

“Lot #S181 1966 Shelby Mustang GT350H Fastback; S/N SFM6S1991: Raven Black, Gold stripes/Black vinyl. Visually maintained, largely original, 3+ condition, hammered sold at \$125,000 plus commission of 8%. Final price: \$135,000 with reserve. 289/306hp, 4-speed, American Racing wheels, Comp T/A tires, dual mirrors, roll cage, Hurst shifter, radio, dash tach, wood rim steering wheel. Mostly restored and mostly original paint that is very good overall with a few small dings on the door as well as on the nose and hood scoop. Good chrome. Scratched plexiglas rear quarter windows. Very good interior. **It has an SVRA logbook and has been raced, but not thrashed.** Most of the 999 Hertz Shelys were automatics thanks to the tendency of enthusiastic renters to return the early 4-speed cars with worn out clutches. Cars with manuals like this one are tempting to bring to the track at a time when a street car with minimal safety equipment could be driven straight off the access road into the paddock and onto the track. This is still a streetable car, though, and could have brought 20 Grand more and still been a good value. Historians note the missed opportunity: in 2002 it crossed the block at the Kruse/eBay Scottsdale auction with 8,798 miles (12,136 today) with a high bid of \$28,000.”



Where do we start? First and foremost, **caveat emptor**. This is Latin for “Let the buyer beware.” It arises from the fact that buyers often have less information about something they are purchasing, while the seller has more information. Defects may be hidden from the buyer and are only known to the seller. Thus, the buyer should beware.

When it comes to auctions, the auction companies rely on the seller to provide a description of their car. If it turns out that the description of a car in the auction company’s catalog or when it reaches the block is inaccurate, the auction company cannot be held legally responsible. The seller’s and buyer’s contracts are very explicit, even though they are steeped in legalese. This brings us back to *caveat emptor*. Do your homework. Nobody should buy a car blind-

ly, without researching it on their own. As the old saying goes, “You pays your money and you takes your chances.”

One look in the Shelby Registry will reveal that this car was originally an automatic. The serial number is not low enough to have been one of the 85 original four-speed Hertz cars. It also reveals the car’s past history in great detail, making the “has been raced but not thrashed” description the automotive equivalent of the now-famous Bill Clinton quote, “I did not have sexual relations with that woman, Miss Lewinsky.” The mileage of 12,136 is also something of an understatement. The new buyer of this car is in for a jolt when he learns that he purchased a car that has a lot more history than was described. Worse, he only has himself to blame. Buy in haste, repent at leisure.



Bob Aliberto in 6S1991 at SAAC-7 (300 on-track miles at Pocono). Or was it SAAC-8 (Utica test track all day). No, wait, maybe it’s SAAC-10 (107 laps at Pocono). Or SAAC-12 (ran all day at Charlotte). Or SAAC-14 (108 laps at Pocono). Or SAAC-15 (ran all day at Mid-Ohio). The car was also drag raced at SAAC-5 (24 passes at Milan Drag Strip), SAAC-7 (34 passes at Island Dragway) and SAAC-8 (16 passes at Milan Drag Strip). Also vintage raced at Lime Rock in 1983, 1984, 1985 and 1986. Ran at time trials at Lime Rock several times in 1985, 1986 and was barrel-rolled in 1987. The car was rolled over onto its wheels, a couple of quarts of oil were added and it was driven home. The roof was replaced and it was run in 6 more time trials. By 1999 the car had accumulated 45,000 street, track and drag racing miles. In 2005 it was offered on eBay with 90,000 miles.



Jeff Burgy was hanging ten on the Internet and landed on the classified section of the Racing Junk website (www.racingjunk.com). One of the cars for sale was 6S2086, currently residing in Bettendorf, Iowa. “HEY!” he said to no one in particular, “I’ve actually DRIVEN that car!”

Sure enough: the car’s description went on to say that one of 6S2086’s past owners was Norm Ruby of Lathrup Village, Michigan. Ruby was a SAAC member and was part of the SAAC Motor City Region. Burgy recalled that he was invited over to Ruby’s place to see the car sometime in the 1970s. He took Burgy for a ride around the neighborhood and then pulled over and offered Burgy the wheel. He didn’t have to think twice. The car only had 5,200 miles on it so Burgy had the opportunity to get the feel of what it was like to drive an essentially brand new GT350. He recalled feeling a little guilty about adding to the odometer of such a low-mileage, un-restored car.

Ruby’s family owned some furniture stores in the Detroit area. He hung out with a bunch of drag racers that included Joe Ruggerillo and John Denyer. “I never met Ruggerillo, but Norm talked about him all the time.” Burgy remembered. “He had a monster Mustang II that Jack Roush had stuffed a 460 big block into. It was written up in a number of hot rodding magazines.



This Mustang II has recently resurfaced on the Internet and Burgy says it was at last year’s Lake Mirror Classic Car Show in Lakeland, Florida which he attended in his ‘57 Thunderbird. John Denyer was a bank vice president and helped Burgy refinance his Pantera in the early eighties when he needed some cash

to buy a Hertz car, 6S1380. In return, Burgy helped Denyer with an appraisal on his white ‘71 Boss 351 that his friend Ruby crashed while drag racing on Interstate 696 when it was still undergoing construction. It was a favorite spot for east-siders to drag race because it was deserted. Unlike Woodward Avenue.



Ruggerillo, pictured in an October 1976 *Car and Driver* article titled “Back To The Streets, Mother! – an evening with the heirs of Woodward Avenue” by Brock Yates.

THIS COBRA IS NO BARN FIND - IT'S JUST AN EVERYDAY BEATER

CSX2483 can regularly be counted on to provide shock and awe for Cobra fans who spot it for the first time. We know this for a fact because we're usually the first one they report it to—as if they are the only ones to ever see this car. It's usually spotted parked in a public parking garage with mottled green paint and assorted chips, dents and dings on every fender. We can't recall the first time we were made aware of this beater Cobra in the San Francisco area but it was at least twenty years ago. We were as intrigued as anyone else and we ran a photo of the car, taken in a parking lot, in issue #64 of (January, 1996). It has subsequently been spotted at a Cars & Coffee in Crystal Cove (between Newport Beach and Laguna Beach, California) in 2005 and at the Monterey Reunion at Mazda Raceway in 2012, still in pitiful shape.



In the paddock at Monterey, 2012.

The latest round of reports showing up on the Internet describe the car as a “barn find.” This term is being overused and in the matter of this car, is embarrassingly inaccurate. Nobody “found” it because it was never “lost.” A quick check of the Cobra registry shows the original (and still current) owner as Nelson Graburn of Berkeley, California, a college professor. He purchased the car from Hayward Ford Motors on October 1, 1964. Graburn is reported in the registry that he was proud to drive it to work every day. As of 1974 it had some 40,000 miles on it. In the intervening years mechanical components wore out and were replaced; things like the driver's seat cushion, carpets, spring bolts, a fuel gauge and gas tank, tires and the electric motor fan. It was repainted Spruce Green twenty years ago and at last report the mileage was 110,000.

Owners of perfectly restored Cobras experience button-popping pride, but a different flavor of satisfaction can come to someone who enjoys driving their car without a thought about the exterior condition. While we feel a sense of personal disappointment over the way this car is being treated, it's not our car and not our decision how to treat it. An owner has the freedom to use his or her car the way they want. If Nelson Graburn wants to drive the wheels off his Cobra on a daily basis, that's his business. He probably enjoys the notoriety. Otherwise why would he do it?



Cars & Coffee at Crystal Cove in 2005. Jeff Burgy pics.

WE'RE
HERE
TO HELP

1965 THEN AND NOW 2015

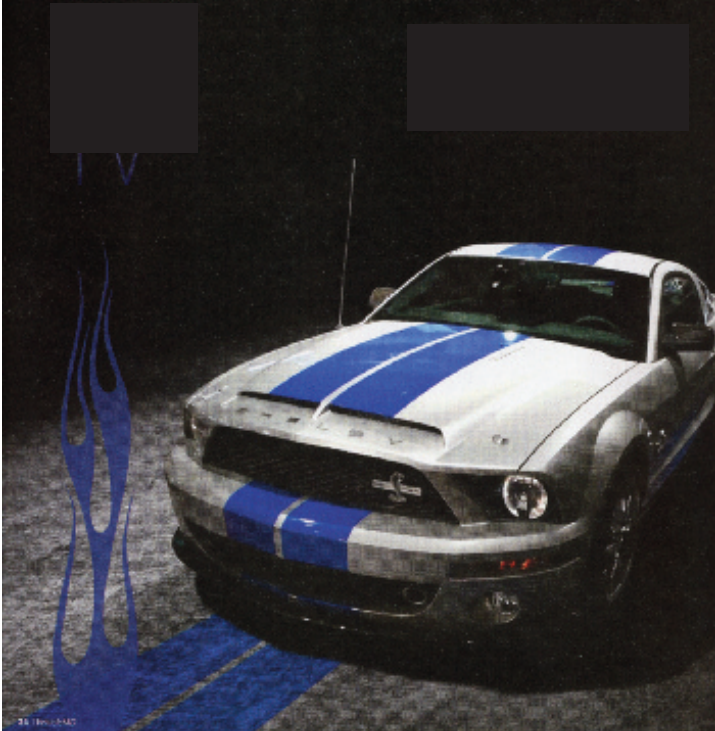


Alternator
Red when not charging



Oil Pressure
Red when oil pressure is low

DECODING DASHBOARD LIGHTS



- 

Charging System Warning
This symbol was one of the first to appear on the dashboard and as the name suggests, it indicates a serious problem with the charging system. If you see this light illuminate, stop your car immediately and call for roadside assistance.
- 

Side Airbag Off
This test symbol is one of the easiest to decipher, but it's important to keep an eye out for it. The only time the side airbag should be off is when sensors detect a small passenger. If this light is on and you're the only one in the car, have the airbag inspected.
- 

Drive/Powertrain Trouble
The drive/shift or powertrain trouble light generally indicates a problem with the transmission or transmission and is related between cars of as soon as possible. Because these systems are increasingly complex, you'll need to take it to a trusted repair facility.
- 

Electronic Shift or Throttle Control
When this light illuminates, it usually indicates a problem with the Electronic Throttle Control (ETC) system. When you start your vehicle, the electronic throttle body system performs a self-test. While the test is being run, the ETC system light will illuminate. If everything is normal, the light will dim after one to three seconds. If the light remains on, there could be a problem with the ETC system. The vehicle should still be OK to drive, but your trusted maintenance facility will need to service the system.
- 

Transmission Warning
This odd-looking symbol on which is the transmission warning indicator. If your car is equipped with the sport and alternatives, it can mean several things, including a transmission system malfunction or high transmission or clutch temperatures. The light will flash if a malfunction in the transmission system occurs. Beware! You may not be able to drive the vehicle if this happens. If the light turns on and stays on, it is an indication that the transmission or clutch may be overheated. Advise the vehicle to stop and the light to turn off. If this happens and regular tools, consult an automotive professional.
- 

Automatic Shift Lock
This symbol was a no-brainer. When the ignition is turned on, the automatic shift lock locks the gearshift in neutral or park. This is why you must press on the brake before moving the car into gear. This symbol — typically a picture of a shoe stepping on a brake — is a reminder to you of just that. If you drive a push-button-start vehicle, this symbol may also be used to remind you that pressing on the brake pedal is required to start the vehicle.
- 

Reduced Engine Power
The reduced engine power light looks like the check engine light, except there's an arrow pointing downward, indicating that the power is down. Only a handful of manufacturers use this light. It comes on automatically when there's a reduction in the vehicle's performance. If this light illuminates, turn the car off and wait 10 seconds. Then, restart the car. If that doesn't resolve the issue, go to your trusted maintenance facility.
- 

Engine Fault Indicator
This symbol looks quite peculiar compared to others. If a car with a cross-hatched wrench (or some may say a fuel nozzle or a pencil) on top. It's a cross-hatched wrench and points to a problem with either the engine or transmission automatic. The car may default to an emergency operation mode, which will give you the chance to take it to a qualified service center. The engine fault indicator may also indicate a fault in the vehicle's immobilizer system electronics or a fuel filter issue. If that's the case, you'll still need to have your car checked by an automotive professional. *

CONGRESS DABBLES IN THE REPLICIA BUSINESS CAN ANYTHING GOOD COME OF THAT?

U.S. CONGRESS INTRODUCES BILL TO ALLOW LIMITED PRODUCTION OF TURN-KEY REPLICIA CARS

A news item with this headline recently caught our attention. *Washington, DC (June 10, 2015) – Rep. Markwayne Mullin (R-OK) and Rep. Gene Green (D-TX) have introduced bipartisan legislation that would enable low volume car manufacturers to produce turn-key replica vehicles for customers nationwide. Replica vehicles resemble classic cars produced at least 25 years ago. Sounds good so far.*

Supported by the Specialty Equipment Market Association (SEMA), the “Low Volume Motor Vehicle Manufacturers Act of 2015” (H.R. 2675) would allow companies to construct up to 500 such cars a year subject to federal regulatory oversight. Subject to federal regulatory oversight: We see the camel’s nose pushing under the tent’s bottom edge.

The U.S. currently has just one system for regulating automobiles. It was established in the 1960s and designed for companies that mass-produce millions of vehicles. H.R. 2675 creates a separate regulatory framework for small businesses producing modest numbers of cars. One question that comes immediately to mind is that if the single system for regulating the production of automobiles has been in place for fifty years, why change it now? That question is answered—well, sort of—by SEMA President and CEO Chris Kersting. The bill introduced by Reps. Mullin

and Green will allow U.S. companies to produce turn-key replicas of older vehicles that are virtually impossible to build under today’s restrictive one-size-fits-all regulatory framework.

This explanation doesn’t quite explain how, if replicas are virtually impossible to currently build, where are all of these Cobra replicas coming from? This program will create skilled-labor jobs in the auto industry and help meet consumer demand for these classics of the past. The job creation issue is, we suspect, a sop directed at politicians not friendly to the automotive culture. New jobs will be negligible, but it sounds good. Who is against more jobs?

H.R. 2675 directs the National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) to establish a separate regulatory structure to facilitate the production of replica cars. Manufacturers would be required to register with NHTSA and EPA and submit annual reports on the vehicles they produce. The vehicles would meet current model year emissions standards and manufacturers would be permitted to install clean engines from other EPA-certified vehicles to help achieve that requirement. Now we’re getting to the meat of the issue. When NHTSA and EPA enter the picture things can only get more complicated. As Ronald Reagan once said, the most terrifying words in the English language are, “I’m from the government and I’m here to help.”

The majority of replica builders are small businesses operating on a tight budget. Complying with a never-ending tide of federal rules and regulations will be numbing and stifling. Not to mention adding to the cost, because who do you think will be paying for these compliance inspectors? That will come from licensing, fees and ancillary costs, all unspecified so far. The devil is always in the details. If you don’t believe that you have only to look at the 33,000 pages of rules for Obamacare. At one point we considered including the original bill, H.R. 2675, verbatim, in this article. But just skimming it was making our eyes glaze over. We didn’t want to subject SAAC members to that kind of cruel and unusual punishment.

The bill requires that replica manufacturers building turn-key vehicles would have to limit the engines they use to those which are EPA-certified and meet current model year emission standards. The way we read this, a Cobra replica manufacturer would have to use an engine like the new 5-liter Coyote engine. We’re not aware that any 289 Hi-Po or 427 medium-riser engines have undergone federal emission testing. Any replica companies who don’t wish to put a Coyote or Roush crate engine and all of the associated electronics required in their car will essentially be right where they are now. Except that they won’t have to fill out reams of government forms and have dour NHTSA or EPA inspectors looking over their shoulder.

DAYTONA COUPE BEATS FERRARI... AGAIN



Deja vu all over again? Looks like it to us. Back in the Winter 2015 issue [page 4] we reported about an Australian-built Daytona Coupe GT race car designed by Ross Holder and Michael Borland of Borland Racing Developments. The car is owned by Richard Bendell. At the recent Sports Cars At Sandown Raceway event, part of the Australian GT Championship, a Daytona coupe driven by Jamie Augustine beat a Ferrari 458 GT3 to win the event, finishing first overall and turning the fastest lap. Other cars in the field included a Porsche, a Viper GT3, an Audi R8LMS and a Nissan GTR. Peter Brock has described the car as the fastest Daytona Coupe ever.

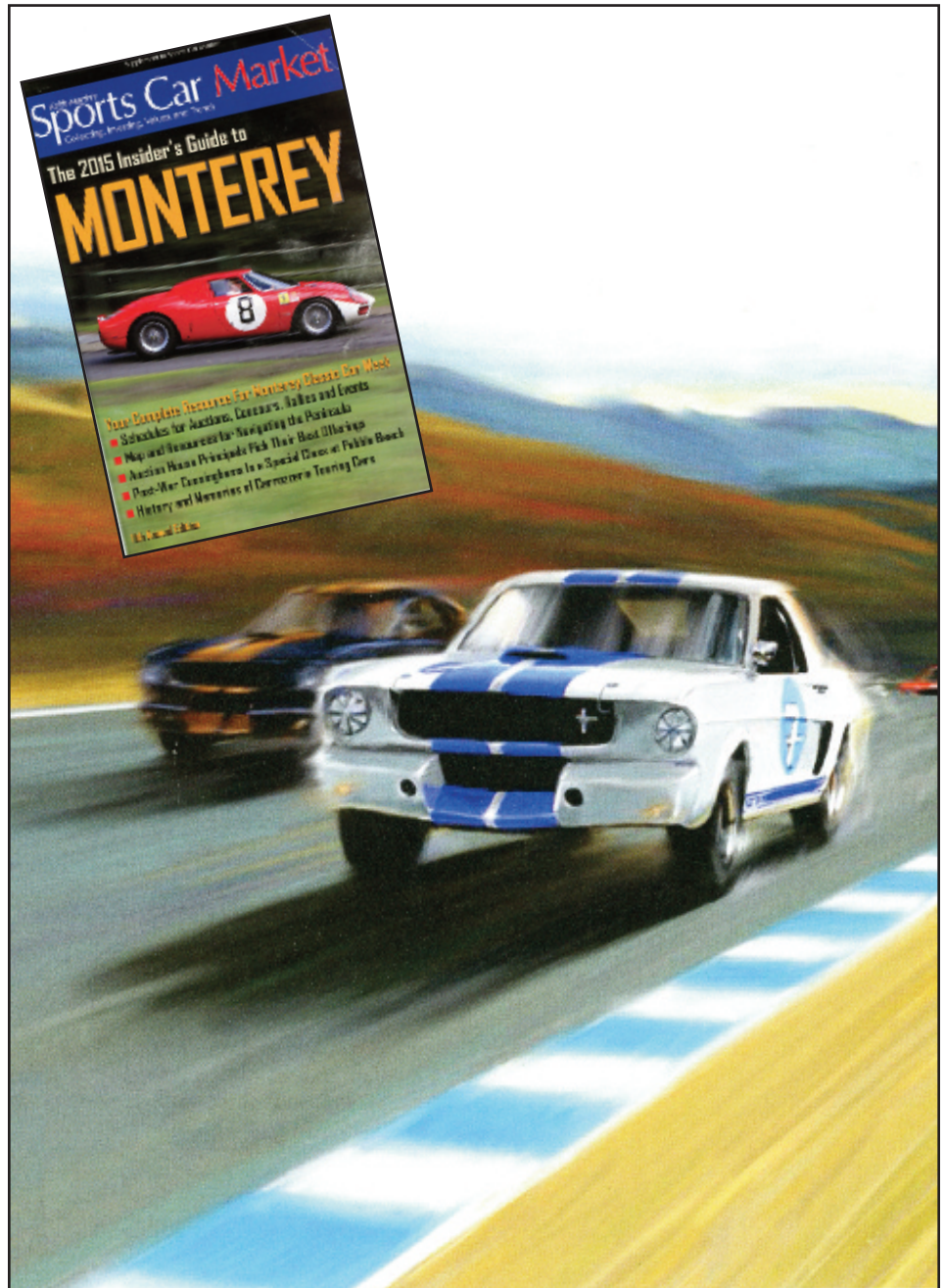
HOW THE HECK DOES SOMETHING LIKE THIS HAPPEN ?

The 2015 Rolex Monterey Motorsports Reunion (formerly The Monterey Historics) is celebrating the 50th Anniversary of the GT350. We expect to be covering this extravaganza in our Fall issue in some detail. *Sports Car Market* magazine has been including a separate booklet providing details for the Monterey week for the past eleven years. It is titled, "The 2015 Insider's Guide to Monterey." This reason for this separate publication is because there is so much information on this one event that to try to include everything in an issue of *Sports Car Market* would fill the entire magazine and would leave no room for anything else. The week-long event includes three road rallies, a dozen separate car shows including the legendary Pebble Beach Concours, six different auctions, two art and memorabilia shows, a couple of seminars and, of course, the vintage races. There is so much going on that it is impossible to see everything. *SCM's* 118-page booklet provides some perspective.

It contains advertising by auto manufacturers, the individual shows and auctions, restoration shops, classic car dealers, shopping venues, Monterey area real estate agents, financial services, collector car insurance providers, auto transportation services and other classic car events on the calendar after the August Monterey event.

A full page ad in this issue promoting the vintage race event featured a painting depicting two Shelybs on the Mazda Raceway track. At least, they are supposed to be Shelybs: a white car with twin blue stripes and a black one with gold stripes. The front of both cars show R-Model type competition aprons. But when we looked closer the cars they appear more like notchbacks than fastbacks.

The artist is the first one who should be faulted for failing to get this detail right. With something as important as this we would expect him to do his research. And if he didn't, wasn't there someone, a friend or colleague, who spotted something that just didn't look right long before the finishing touches were put on and it was shipped off? We're also thinking that another individual in the food chain had to approve this artwork before it was submitted to the magazine to be printed. An ad manager, perhaps? How could he or she have missed a detail as important as this, especially when it relates to the very car that is the central focus of the entire event? Want to know who that is? Just look for the individual with the red face who won't make eye contact.



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CONCOURS SURVIVOR SECRET

EXPOSED!



*You can't fake Patina.
Or can you?*



Imagine a competition car surviving its racing history in nearly perfect condition. Before it gets sold, hacked up and then raced in minor league events where it competes at a level or two above a demolition derby, it is instead placed in storage. Then it is essentially forgotten for twenty, thirty or forty years, at which point it is pulled out, given a good cleaning and either entered in a concours as a Survivor or put up for auction. It may be described as a barn find and sooner or later its description will include the word “patina.” Where original cars are concerned, this word is like magic, imparting an almost mythical aura on the car it describes.

So what, exactly, is patina? The dictionary definition is: 1) a) a green film formed naturally on copper and bronze by long exposure or artificially (as by acids) and often valued aesthetically for its color; b) a surface appearance of something grown beautiful especially with age or use; 2) an appearance or aura that is derived from association, habit, or established character; 3) a superficial covering or exterior.

With respect to race cars, a patina refers the general look or feel imparted by competition. It looks natural and can't be faked. At least, we didn't think it could be until we stumbled on one of the best-kept restoration secrets ever.

Would it surprise you to learn there is a commercial product that is a type of clear-coat lacquer that can be applied to a freshly restored car which will give it the patina of an old race car? We know—this news is like telling a five year-old that there is no Santa Claus. Sorry kid, but you're going to find out eventually. This news will make you look very closely at those race cars in the concours Survivor class. But isn't it time you stopped believing in Santa Claus?