

The SHELBY AMERICAN #96

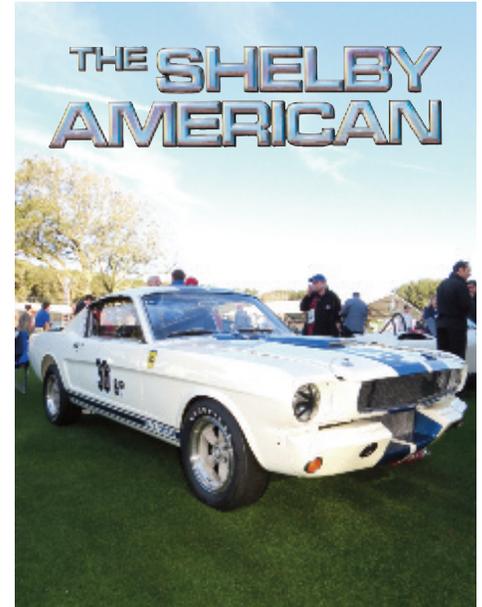
The magazine of the Shelby American Automobile Club



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ON THE COVER. Jeff Burgy took this photo at the Amelia Island Concours in Florida. He got there early before the crowds. The long-awaited completion of the restoration of 5R002 was unveiled at the March event. Owner John Atzbach of Redmond, Washington has been collecting the necessary parts and pieces and overseeing the details for over a year. The car is stunning and accurately represents the way it looked when it was driven by Ken Miles at its first race at Green Valley, Texas on Valentines Day, 1965. In honor of the Mustang's 50th Anniversary the car will be shown at some of the major events throughout the year, so you'll likely be able to see it for yourself. Don't miss it.



THE MAIL SAAC. 12 pages. We'd normally ignore a Corvette book, but Brock wrote it and he trumps that. He accepted the award at the Petersen Museum with a translator signing for the hearing impaired. We report the inside poop on the newest Shelby diecast of the '68 Coralsnake (will we ever hear the end of this?). Some thoughts on barn finds. A Ford GT is hailed as the fastest car in Russia...for a brief period. The last Cobra 50 celebration, this time in Germany. A little late; maybe it had something to do with the international date line.



SHELBY AMERICANA. 8 pages. The master eagle-eyes are still slugging it out but we sense there will be a drop-out soon. One of them looks punch-drunk and is swinging after the bell. Time to throw in the towel? Bob and Pat Bondurant host a charity wing ding at the Arizona Biltmore using the 50th anniversary of the Daytona Coupe's LeMans victory. Another original Shelby/new Shelby raffle. And what does the "M" on the Daytona Coupe's chrome hood latch stand for? If Gayle Brock knows, so should you. And is this Baby Bird just a bad dream?



AMELIA ISLAND - A COMING-OUT PARTY. 7 pages. It's one of the Big 3 concours events in this country (along with Pebble Beach and the Concours of the Americas in Michigan). The restorations of 5R002 and 5S003 were unveiled. Both cars were picture-perfect and after seeing 5R002 as an almost gutted shell in primer for 25 years it was good to see it as it should be. There were other things going on: 5R538 sold for a touch under \$1M, a Cobra street car went for a bit more, and CSX3133 awed the crowds. And that wasn't all.



KISSIMMEE. 5 pages. The very first auction of the season is Dana Mecum's Florida extravaganza. About 2,500 cars went across the block during the ten days, making it more of a car show. Jeff Burgy was there. Heck, he was everywhere and he took a picture of every car that interests readers of this magazine: lots of Shelys, one real Cobra and some new Ford GTs which have become bona fide collector cars, their prices having doubled over the past decade. Auctions have become car shows today, drawing more spectators than bidders.



BOB HOLBERT. *5 pages.* He was one of the stalwarts of the early Cobra team (with Ken Miles and Dave MacDonald) and just as everyone seem to get to know him, he dropped off the radar. When his co-driver and best friend MacDonald was killed at the 1964 Indianapolis 500, he decided to retire from driving. He had a family and a thriving Porsche dealership in Pennsylvania and saw, close-up, how all that could be gone in the blink of an eye if things went bad in a race car. He never raced again. We ran this interview 33 years ago. Bob passed away in 2007.



THE CHASE. *3 pages.* Think it's hard to buy a '65 GT350 in the U.S.? Multiply that by ten if you're living in France. SAAC member Chris Nosjean wanted an early GT350 for as long as he can remember but it was only in the past couple of years that he found himself in the position to afford one. He never gave up, and this is his story on how 5S241 came to live in Eastern France, about 30 miles from the Swiss border. Félicitations Chris. Espérons que vous avez beaucoup de miles heureux devant vous.



SAAC-15. *10 pages.* Back in 1976, did anyone really expect SAAC to still be putting on national conventions in 1990? Nobody we know of. We went back to the always popular Dearborn Hyatt Regency. A one day open track at Mid-Ohio followed by two days of car shows at Domino's Farms in Ann Arbor. Did we mention drag racing at Milan Dragway? Historical cars were beginning to be brought out: a small block and big block Daytona Coupe, a few GT40s including a big block MK II, a handful of R-Models and 800 cars in the car show. Pizza anyone?



RETURN TO SMOKEWRENCH U. *4 pages.* All kinds of interesting projects find their way into Doug Kielien's body shop in Lincoln, Nebraska. Fortunately, he finds time to document most of it with photographs. Back in the Spring 2013 issue we first told about Kielien's shop; he hires young guys looking to get specialized experience in muscle cars, something they're not likely to get anywhere else—unless it's on their own cars. And even then their experience is limited to their car. The projects that Kielien brings aren't like anything they'll ever touch.



1966 NOTCHBACK #6. *6 pages.* In a nutshell, here's the story. This car was delivered to Daytona in time for the February 1967 race. After a few years it was purchased by two guys who continued to race it, in Trans-Am, IMSA and SCCA nationals and regionals through 1978. Then the car got its second life when it was restored to original specifications and was vintage raced, by those same owners. They have had the car for 44 years, an accomplishment in itself. Here are the details, along with a bit of history on original owner Ray Cuomo.



We spotted this Cobra artwork amid the Automotive Fine Arts Society (AFAS) display at Amelia Island. The artist for both is Richard Pietruska. He has been a professor at the Art Center College of Design in Pasadena, California for over thirty years. His sculptures are both unique and beautiful. To see more of his work, visit his website: rpmart.com