

SHELBY AMERICAN AUTOMOBILE CLUB OF NORTHERN CALIFORNIA

DRIVEN

JANUARY 2023



Inside

A Winning Team

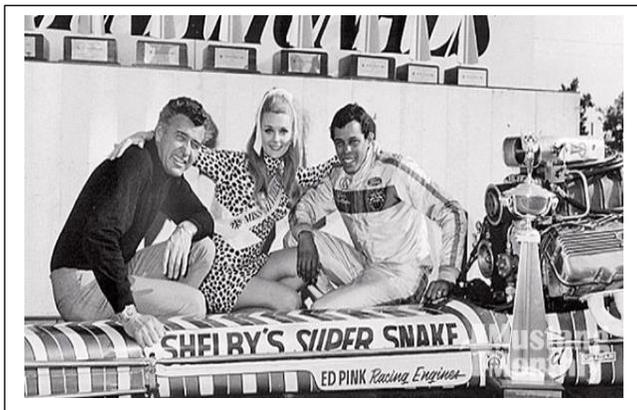
2022 Fall Classic #1

Lost and Found



Canepa

Charlie Dotson, NorCal Shelby Club's "Event Coordinator", has arranged for NorCal Members to tour the Canepa Motorsport Museum in Scotts Valley on Hwy 101. Canepa Motorsport Museum is dedicated to the spirit of automobile and motorcycle competition, and the celebration of engineering excellence. On display are a broad spectrum of racecars and motorcycles from the golden age of motorsport to modern times. The museum showcases examples from multiple disciplines with everything from Can-Am to NASCAR, Indy to LeMans, including the 2 beauties shown below.



Make plans to visit Canepa Motorsport Museum in Scotts Valley

Sunday, March 19 No fee to attend

Space is limited, you must register to attend

No food in the museum

Bring a folding chair & a Bag Lunch to eat outdoors

Watch the Canepa video, it will answer potential questions

you may have on the day of the tour



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From The Driveway Of The President

Hello NorCal Shelby Club, friends I've gained over the past 6 years and friends I have yet to meet. I hope you all had a great holiday season. As we welcome 2023, I am honored to take on the role of President of our club. My hope is that we will carry forward the momentum gained in 2022, Driven (pun-intended) by our newest Ex-President Scott Herbert. Sincere thanks, Scott!

A little about me, I have always been a car enthusiast, and a race fan. Some of my earliest memories are of my dad auto crossing his BMW 2002 in the Dallas area, and my grandmother's pride and joy, her '64 ½ Mustang. I always thought I would get a vintage Mustang, the right one just hasn't come across my path. When I started my first real job at Lockheed Martin in Sunnyvale, I joined the Sports Car Club and began attending monthly autocrosses. I've had a few sports cars in those years, a 1985 RX-7 GSL-SE, a 2000 Honda S-2000. As my driving improved, and I attended more races, I got the track bug. Also, I wanted a car that fit my 6'3" frame.

On a business trip, I rented an S-550 Mustang. After a week, I was sold on the platform... Enter the Shelby GT350 and that amazing Voodoo Engine. Take My Money! Within a month of delivery, a friend told me about NorCal and the Spring Sprint Driving School. Nadine, Mike, and the crew made me feel right at home. Open Track needs a warning label... "Caution, May Be Habit Forming!" After a couple years, I acknowledged that a lot of work goes into a club like this and expressed my willingness to help. I joined the Board, and the rest is still developing.

Many plans are taking shape for 2023. The Track Calendar is being set, dates should be listed elsewhere in the issue. We are partnering with the Cobra Experience to supply volunteer docents one Sunday per month. We have drives and tours taking shape, Canepa is not to be missed. Look for communication with opportunities to help make these events awesome.

From our driveway to yours, Wishing You All a Healthy and Happy New Year

-Wes From the Driveway, January, 2023

COVER PHOTO: George Hellerich in his 1988 Mustang heading thru Thunderhill Turns 12 and 13 @ 2022 Fall Classic

Cover Layout: Steve McKinley

In This Issue Of DRIVEN:

- A Winning Team
- 2022 Fall Classic #1
- 1st Lost and Found

In Next Issue Of DRIVEN:

- 2022 Fall Classic #2
- 2nd Lost and Found
- And...





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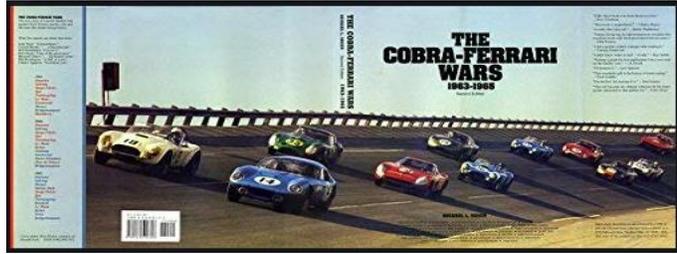
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A Winning Team

A winning team has many definitions, and even if you try and confine a definition to let's say just the San Francisco 49ers, Ford Motor Company, or pretty much any type of organization, to be a winner it must have a "winning team". That sounds almost trite, and it is when you must get right down to, "The Nitty Gritty" Gladys Knight & The Pips-1964, of having the right people in the right place at the right time to make "IT" happen! Tommy McCarthy Racing (TMR) has a winning team.

1st team member, Tommy McCarthy is, "The Leader of the Pack" The Shangri Las-1965, when it comes to his up-and-coming racing enterprises, having competed in such major racing disciplines as karting, pavement ovals, dirt tracks and road course events. Competing in events organized by the National Auto Sports Association (NASA), Sports Car Club of America (SCCA), Quarter Midgets Association (QMA), United States Automobile Club (USAC), and Touring Car America (TCA), Tommy has acquired over 700 wins and 32 championships. In the Spring of 2023 Tommy will be racing in the SRO Motorsports Group Toyota GR Cup series, with "Success!" stamped on his forehead!

The following photos are of the types of cars appearing in each racing class/series:



National Auto Sports Association (NASA)



Sports Car Club of America (SCCA)



Quarter Midgets Association (QMA)



Touring Car America (TCA))

2nd team member is Katie LaScola, a bright, vivacious young lady whose team motto is, "In it to win it!". She met Tommy when he was her track coach because she wanted to enjoy her Porsche to the max of her and the car's abilities both on and off the track. This intelligent go getter is bringing to the team her experienced business skills in cybersecurity, scheduling, marketing, accounting, and executive event promotion. She will use her wide range of "puttin' it all together" talents to ensure Tommy McCarthy Racing is front and center, on and off the track, at all Saturday and Sunday "doubleheader" race weekends. She feels it is important that Tommy McCarthy Racing be viewed by one and all as a "Winner!".

3rd team member is Chretien David Schatorie Chiang aka “KK”, who oversees overall business development, focusing on current planning and future strategies using technology. He brings multiple modern-day talents to the team, having experience in networking, social media, acquiring sponsorships, fund raising, always with his eye on long term investment leading to long term success. His ultimate goal, focusing mainly on logistics in terms of dollars, is to have the Tommy McCarthy name and logo on “TM” race cars in as many race series as possible, such as GT3, GT4, NASCAR, Indy Car, F1, Et al. Obviously, KK thinks and breathes, “Big!”.



Gran Turismo 3 (GT3)



Gran Turismo 4 (GT4)



Nat'l Assoc. For Stock Car Auto Racing (NASCAR)



Indianapolis (INDY)



Formula One (F1)

The Tommy McCarthy winning team has all the qualifications necessary to ensure success both on and off the track in the rough and tumble automobile racing industry. One of the many attributes they bring to the business table is they are motivated to the max, in love with what they are doing, and driven by natural intelligence and work ethic to achieve First Place “highest on the podium” results. Winning personally and professionally on and off the track is obviously a huge component of their born to be successful DNA, and with the three of them collaborating to create the up and coming Tommy McCarthy Racing enterprise, it will be a successful venture.

The “Tommy McCarthy Racing” current team mission statement is, “to help drivers and corporations navigate the world of motorsports and have an impact on the community. We aim to guide our clients through coaching, track support, car rental, etc. Whether it be their first track day or preparing a professional driver for an upcoming race, our staff can make any motorsport dream a reality.” Presently, the team can provide in person coaching, simulator driving coaching, daily/weekend Spec Miata rentals and trackside support crew. They also have the ability to satisfy special requests, such as client car setup, equipment rentals, car transportation, storage, etc. However, that may drastically change beginning in Spring 2023. Because of Tommy’s racing skills and successes, the Tommy McCarthy Racing business model is now being expanded to mainly focus on the 2023 SRO Motorsports Group Toyota GR Cup series. Tommy, Katie, and KK are definite go getters who are going for “**IT**”!

So, just how does an aspiring race car driver and his team qualify to become the recipient of a full blown “get it up ‘n’ get it on” Toyota race car designed and built by Japanese multinational automotive manufacturer Toyota for track use only? Well, you had to qualify to become one of only 40 aspiring race car drivers to get on the waiting list for only 40 Toyota built GR Cup cars. First, Tommy had to send an email detailing his racing background and future intentions in the racing world, and second, he had to get through a series of 5 grueling ZOOM interviews. Toyota recognized Tommy’s extraordinary racing acumen, both in his racing skills and his desire to be on the podium, deciding to choose him as one of the 40 drivers to compete in their very own Toyota GR86 Cup car.



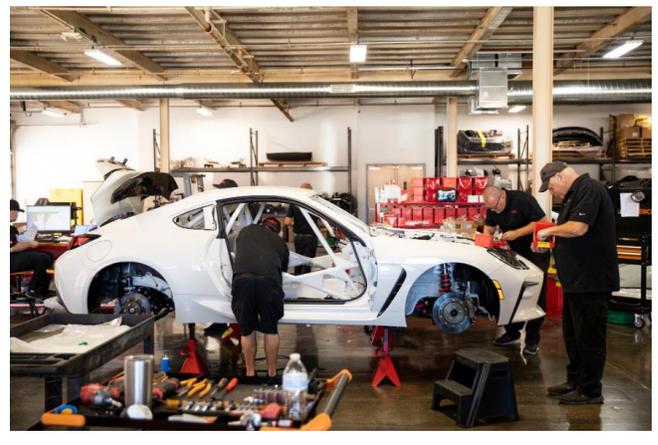
Toyota GR86 available on the showroom floor



Toyota GR86 Cup car available to 40 racers

With every opportunity comes responsibility, and this was definitely the case with Tommy having to agree to Toyota’s terms concerning the cost involved in order to compete in the Toyota GR Cup, consisting of 45-minute races around the country for one full racing season. A Winning Team, Tommy, Katie, and KK, agree that pound per pound, horsepower per horsepower, Toyota GR Cup racing is the best way for Tommy McCarthy Racing (TMR) to graduate up to such classes as GT3 and Indy racing. However, there is a required \$50,000 deposit to get the Factory Toyota GR race mobile delivered to the TMR shop in the Spring of 2023, and there is “up front” money of \$115,000 to cover miscellaneous expenses and entry fees, for a grand total of \$165,000 to, as they say, “get the tires rolling”. The team is now very actively looking for sponsors and have started a “Go Fund Me” account.

The team calculates for one season it will take a grand total of approximately \$400,000 to cover the costs of car, travel expenses, tires, fuel, testing, lodging, licenses, and the race car. The one very important factor in keeping overall costs down is there will be only two practice laps and one 45-minute race lap at each official race, meaning no pit crew is required to “keep the tires rolling”. To be successful in any chosen career, “You got to have friends” Bette Midler-1972, and in Tommy’s case, friends are stepping up to help the Tommy McCarthy Racing team have a successful Toyota GR Cup racing season.



The Toyota GR Cup car will have a 2.4 liter flat four engine running on Bosch engine management, all backed by a SADEV 6-speed sequential manual transmission. It will have a custom Borla exhaust system, 22-gallon fuel cell, Alcon brakes, JRI adjustable shocks, new bodywork, roll cage, tall wing, aerodynamic upgrades, safety additions, and other mods making it a track only car.

Phillip Giles, who Tommy coached for participating in Hooked On Driving track days, has offered to provide a trailer for hauling the car and equipment, plus using as living quarters. In addition, the team will use the trailer as a centerpiece for hosting TMR social gatherings where “meets ‘n’ greets” will occur because as we all know, “it’s not what ya’ know, its who ya’ know” to be successful in any career. In addition, Dave Modderman, a long time McCarthy family friend, and a veteran race mechanic who has been with racing teams at Indy 500, Baja 1000, and Porsche at Le Mans, has offered to be a part of Tommy’s team for expenses only, no salary. This career international race wrencher knows the “ins ‘n’ outs” of ground level competition, like having nitrogen tanks and fuel barrels in advance, and using laser levelers. Nothing like having a Crew Chief who has been on national and international teams competing at the highest level of professional racing competition.

Tommy will be the Tommy McCarthy Racing team owner, driver, chief cook and bottle washer, responsible for anything and everything that goes right on and off the road, as well as what goes wrong. He is fully aware that with past accolades comes expectations, but no matter how many times he is the tallest on the podium, until he wins the GR Cup 2 years in a row, he will not consider himself a true “winner”. There is also his business acumen knowing full well that with each win, Tommy McCarthy Racing (TMR) will get more sponsors.

Competing in this Toyota race series will allow Tommy to showcase his talent, make a name for himself as a team owner, team driver, in the process of, “Movin’ On Up” Jeffersons TV Show – 1975-1985, in the racing world. In his future racing career, he is really looking forward to one of the main benefits of owning your own team, in that he will be able to use his mechanical ability to make adjustments to his own car in response to the track surface, the car’s handling, and his racing ability. It’s the idea that adjustments can be made to the precise specifications of the car and driver’s performance.

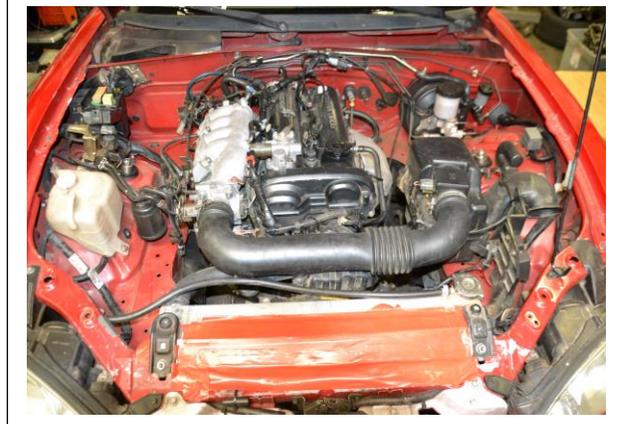
His determined, forward-thinking attitude includes moving onwards and upwards into other series, such as the GT running an Aston Martin,



Aston Martin GT3

McLaren, Mercedes, Toyota, Et al. One of his first racing career goals is to form a two-car racing team in a series to improve his organizational and business skills in the racing industry. Always one to think positive, he and his team's ultimate goal is to have the moniker Tommy McCarthy (TMR) in the following classes on team cars – GR Cup, GT4, GT3, Prototype Hypercar (BMW, Toyota, Ferrari, Cadillac), Indy, NASCAR, F1.

I had the opportunity to visit the Tommy McCarthy Racing (TMR) shop in the San Francisco Bay Area, and as Tommy escorted me into the facility, he laughingly said, "The shop has ridiculous projects in different stages of development." He goes on to explain the shop's mantra is, "experiment, see if it works, experiment, see if it works", using the theory each project is a continuous learning experience until you finally get "IT" right.



Typical Spec Miata set up for the track – Penske shocks, Eibach anti roll front and rear sway bars, full roll cage



Miata project car – complete electrical upgrades – completely redone dash – installed 2003 Chevy Malibu 4 cylinder built to the max



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2001 World Challenge Mercedes – installed a junkyard Chevy truck 5.3 liter – will be a drift car

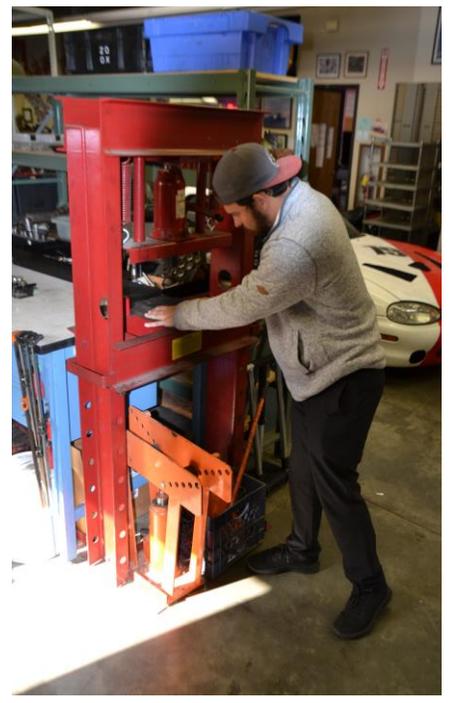


2011 Porsche Boxster – all custom – VR6 VW engine – mid-engine turbo – wiring totally redone – straight pipe from turbo goes straight out back of car – will compete in Champ Car Lucky Dog series – 16-hour races

2003 Porsche Boxster is a parts car for the 2011 pictured left – a project of former Tesla employees, Craig Doran/Sr Head of Chassis Dynamics, Joe Krzeminski/Senior Product Manager, Taylor Chase/Videographer

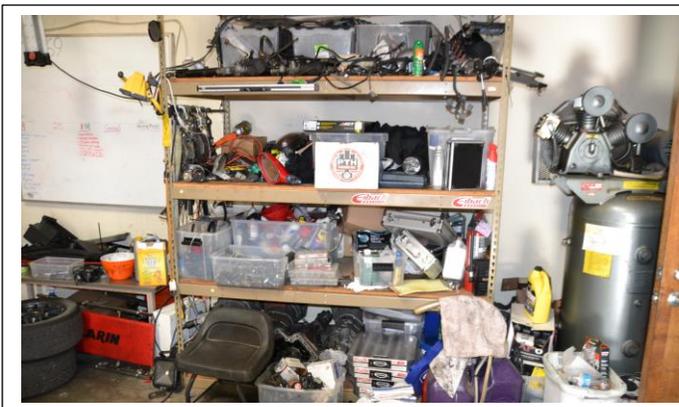
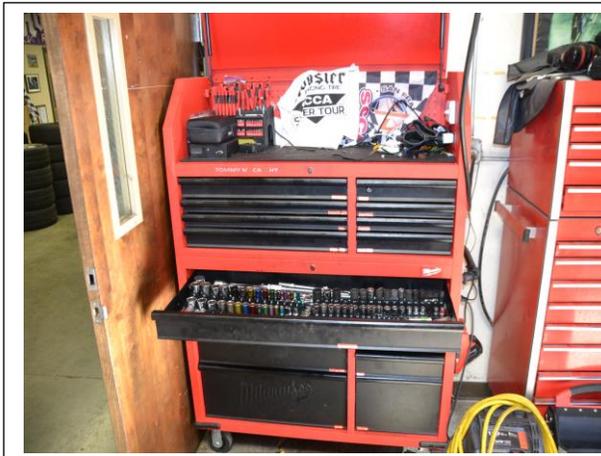
A shop requires tools, so in the beginning the team had to basically, beg, borrow, or take out a loan to equip the shop with the proper equipment to build, modify, repair, maintain a race car. Presently, sitting on the cement floor is a mig welder, tig welder, plasma cutter, hydraulic press, mill lathe, and lots of other cool greasy kid “shtuff , techie & ol’ skool”, to create the perfect race car.





A shop also must have an ample supply of posters, banners, flags, hand tools, tires, of course an engine on the engine stand or in a plastic wrapper, plus a messy, junky area where “parts is parts”. Then there is the “clean” room, where all the good stuff is shiny, organized, and ready to be shown off.





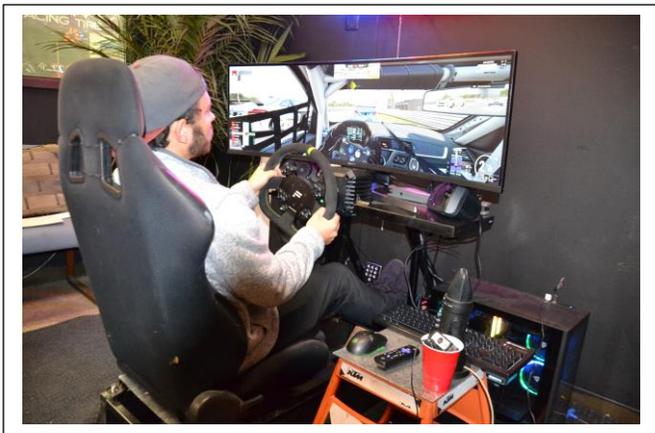
In the first couple of months of 2023, the "Team" of Tommy McCarthy, Katie LaScola, and Chretien David Schatorie Chiang will receive the "Car", one of only 40 Toyota GR86 Cup cars available to race car drivers around the world. Toyota is making a huge push to dominate the world of competitive motorsports, and this winning team is determined to dominate the Toyota GR86 Cup series. Tommy McCarthy Racing (TMR) will be on the road the whole season, and with each win the "winning team" will get more sponsors in its quest to be involved in any and all types of auto motorsports racing around the world.

On the track, 46 factory Toyota race cars will compete in 14 races at seven internationally known raceways around the good ol' US of A, with each event weekend consisting of two races. Thursday will be practice, Friday will be qualifying, Saturday and Sunday will be race days. Greg Berkin, a skilled photographer/videographer and well-connected car guy, will be making racing films for viewing by online groups -YouTube streaming, Twitch streaming, streaming from inside car, etc.

Off the track, the Tommy McCarthy Racing Team, Tommy, Katie, and Chretien, will be hosting and attending “meets ‘n’ greets” at all race series levels, from Formula Vee to Formula One. They will also use social media to the max to meet as many people as possible for range of access to partnerships and sponsorships. The more people you contact face-to-face, face on laptop, face on desktop, face on cell phone, face on television screen, the more likely you are to become a person easily recognized in the racing world by would be fans, partners, and sponsors.

Tommy must play the waiting game for a couple of months before getting his very own Toyota GR86 Cup car, but that just gives him more time to work on one of the shop’s “ridiculous projects”, utilize online learning and ZOOM to finish up his Mechanical Engineering Degree and prepare for the car’s arrival.

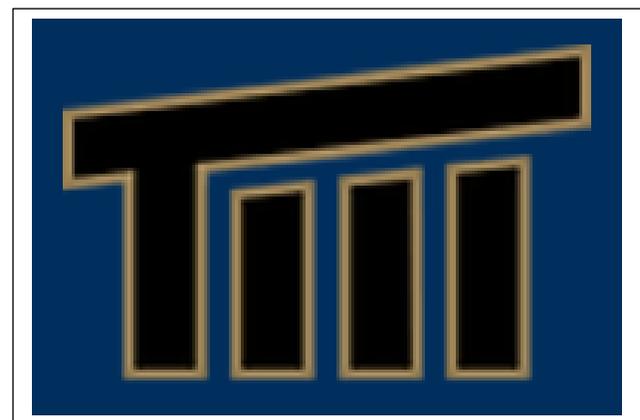
Most importantly he will be practicing racing techniques by driving on the very race tracks he will be competing on this coming year while sitting behind the wheel of his very own “built in the shop” racing simulator. You read it right, Tommy pieced together a Sanatech computer (bought for ½ price on the infamous Black Friday), a Porsche race seat he stole from the Porsche crew at the track who said “OK” as he walked off with it through the pit area, plus welding steel beams and a shelf together to create a heavy, solid platform. Down below, the clutch, gas, brake pedals, and steering wheel are placed according to the Toyota GR86 Cup car’s dimensions for the feel of actual hand and foot placement while braking into a turn, pushing in the clutch, then hitting the accelerator.



To get the real deal feel the simulator is equipped with a software 1 curved monitor shaped like a car windshield, plus an ultra-ride system giving you the exact feel of a car’s suspension on the track surface. You can drive on the real racetrack while not being on the real racetrack! “What will they think?” Science International Canada TV series – 1976-1979. Ultimate goal on simulator is to create the perfect combination of a “techie & ol’ skool” driving experience while on the tracks he will dominate in the Toyota GR86 Cup car this coming Spring and Summer of 2023.



A winning team – Tommy, Katie, KK



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Toyota GR86 Cup 2023 Racing Schedule

Sonoma CA Sonoma Raceway Race 1 & 2 Mar 31 – Apr 2

Austin TX Circuit of the Americas Race 3 & 4 May 5 – May 7

Alton VA Virginia International Raceway Race 5 & 6 Jun 16 – 18

Nashville TN Nashville Music City Grand Prix Race 7 & 8 Aug 4 - 6

Elkhart Lake WI Road America Race 9 & 10 Aug 25 - 27

Sebring FL Sebring International Raceway Race 11 & 12 Sep 22-24

Indianapolis IN Indianapolis Motor Speedway Race 13 & 14 Oct 6-8



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2022 Fall Classic #1

The 2022 NorCal Shelby Fall Classic was once again a special event with a variety of makes and models participating on the track, including folks from Northern California Karting (NCK). This recent idea of inviting other sports cars and even advanced high power go carts to attend NorCal open track events was initially started to basically defray some of the increased costs of renting track days at Sonoma Raceway, Thunderhill Raceway, and Laguna Seca. However, it has now morphed into a very welcome addition due to the sight of Porsches, BMWs, Corvettes, and even a few Italian stallions and bulls doing their “thang” going, “Up And Down, Round And Round” Kid Songs-2011, the track. As for the NCK gang, as far as I’m concerned, they’ve got more “guts than brains”, a back-handed compliment considering there is no way in hades you could ever get me in one of them “zippity doo-dah” mobiles.

This time around, once again the best aspect of open tracking is the, “Everyday People” Sly and the Family Stone-1969, who come to the events, especially when you see a car in the pits surrounded by grandma, grandpa, daughter, son, granddaughter and grandson. It is too much fun to see a three generation team staring into the engine bay of a track car, trying to figure out why “it just ain’t runnin’ right”. A no hair, gray hair, and brown hair group is a sign of a family playing together at the track!

Sometimes life is the pits











Bob Bondurant (1933-2021) helped win the 1965 FIA Manufacturer's World Championship for Shelby and Ford in a Cobra Daytona Coupe

For good grub NORCAL members "belly up" to the grill at Thunderhill (OMG- a rhyme!)



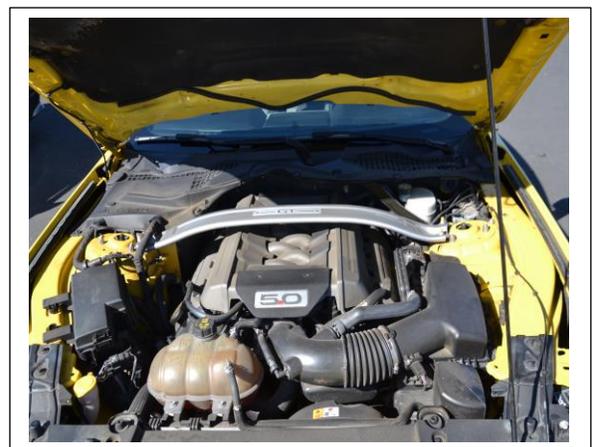
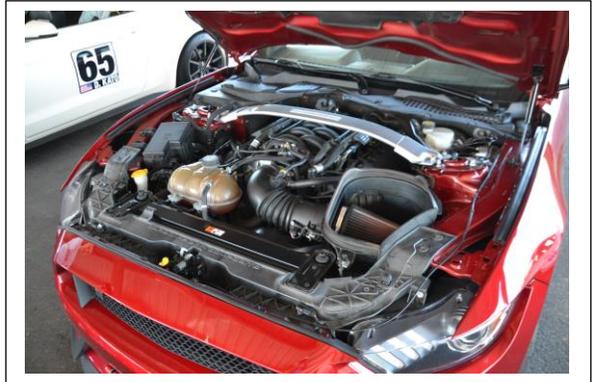


Sometimes open trackers don't know if they're comin' or goin'

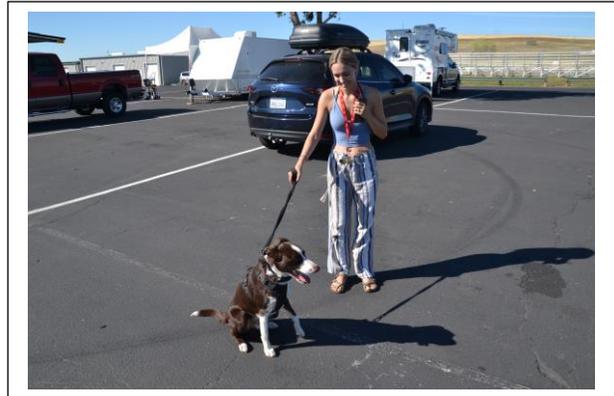




“Get your motor runnin’ “ Steppenwolf - 1967



"I Love My Dog" Cat Stevens - 1967



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“Turn! Turn! Turn! – The Byrds - 1965



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“King of the Road” Roger Miller -1969



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“Ain’t No Mountain High Enough” Diana Ross - 1970



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CLASSIFIEDS

1969 Shelby GT350 – Restored, pastel grey, 4-speed, fast, many Extras, call for details and pictures - \$23,500.

1970 Boss 302 – Shaker hood, front/rear spoilers, deluxe interior, body and engine in excellent condition - \$14,500.

1962 Cobra CSX 2021 – Mexican 302 block, HiPo heads and rods, Boss 302 crank, forged flat top TWRs, scatter shield, top loader, many rare original parts. \$125,000.

1966 Mercury Cyclone GT – 390, 4-spd, dark green, black guts, Hooker, Edelbrock, 7 qt, Sun, fiberglass hood, fresh engine/brakes – needs paint, loud – street or strip - \$3,500.

1986 black SVO Mustang – Loaded, power all (ps-pb-pw-door locks), air, Alpine 6-speaker sound, male canine” polished rims, leather seats w/lumbar, pop-up sun roof, low miles – interior/exterior excellent, new brakes, oil change every 3000 miles, 25 mpg - have all receipts. Only \$8500 or best offer.

1967 GTA Mustang – 390 Deluxe Coupe (7R01S114302). No engine, rusted rear quarters. Includes C-6 transmission, extra hood, trunk lid, front fender, door and other miscellaneous parts - \$800 or best offer.

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BY WALT BRUEGGER

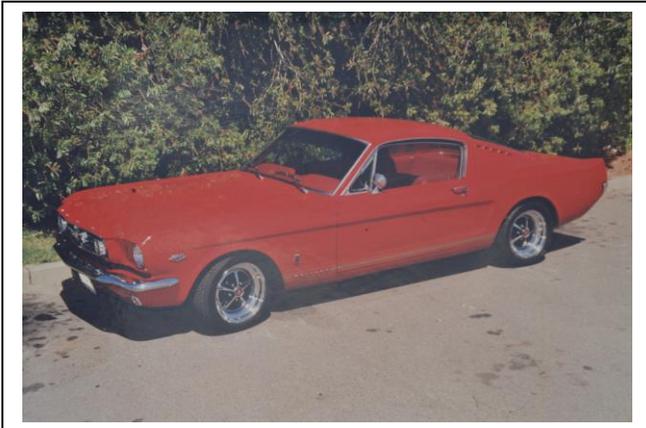
The following comments were made by Sam Posey “live” on the Sports Channel:

Sam Posey at the 1993 Monterey Historics, commenting on the '62-'66 Grand Touring GT Racing Cars: “This is one of the favorite classes in all of vintage car racing because so many people fell in love with racing because of these Cobras and the Mustang GTs, which were easily available. People could afford them and bought them, so they love to see them race now.”

Sam Posey interviewed Carroll Shelby at the track, both sitting down in the shade next to a (real!) Cobra Daytona Coupe. Sam began his introduction like this: “Carroll Shelby has become so distinguished with white hair, so grandfatherly in his demeanor, that people forget what a “male prodigy of a female canine” he really was in the days when building these cars. You were quite an ornery Texan.”

1st Lost and Found

Chris's first car was a 1965 K Code "Hi-Po" Mustang GT Fastback, given to him by his father in 1978 when Chris was 13 years old. Mechanically, it didn't run, cosmetically, it was a beater, and after nonchalantly tossing his junior high kid the keys, dear ol' dad walked away, saying over his shoulder, "Have fun son!" After figuring out the difference between a box end and open-end wrench, a flathead and crosshair screwdriver, plus a few other mechanical aptitude nuances, teeny-bopper Chris went to work, culminating in his driving a smooth running, good looking "RED" 1965 Mustang as a 16-year-old high school sophomore. A few years later he was hangin' around such Shelby ne'er-do-wells as Gary Cook, Gary Bettencourt, motorin' on down to Gordon Gimbel's Cobra Performance in Sacramento. Obviously, his great taste in cars made up for his somewhat poor taste in friendships – Just Kidding (JK)!



Chris's high school 1965 Mustang Fastback

According to Chris, 1960s Shelby's, as well as Mustangs, are still "alive" by being popular with today's youth, proving they will always be considered "special" sculptures on wheels in automotive history. Chris feels very lucky in that his mechanical ability had to be "learned" before he even learned how to drive. He also feels fortunate to be able to use his mechanical knowledge to enjoy a hobby which has become a passion, the buying, restoring, and selling of 1965-1966 Mustang Fastbacks, emphasizing this is in no way a "business" to him. It's a classic case of, "Ya' gotta' luv what ya' do, or why do it?"

The "Lost and Found" journey of this black with gold stripes 1966 Shelby GT350H begins with Shelby aficionado Gary Cook's brother from another mother, Bruce, who in 1980 was stationed at an Air Force base near White Sands, New Mexico. Gary was going to attend the 1980 SAAC-5 Convention in Dearborn, Michigan, so on his road trip he decided to stop by and visit his best friend, even though he was a devout Mopar addict. No matter their make/model differences, these two car guys were partners in fanaticism when it came to prowling wrecking yards for pretty much any kind of American made 1960s muscle car that had been a green light to red light beast. Lo and behold, miracles do happen, because looking a bit sour and dour underneath a thick layer of dust was a 1966 Shelby GT350H, sitting unceremoniously amongst row after row of discarded four-wheel vehicles in of all places, White Sands, New Mexico.



1966 Shelby GT350H sitting in a White Sands, New Mexico wrecking yard – Photos by Gary Cook



Photos taken in 1981 by Gary Cook

Now, Gary is a walkin', talkin' mechanical wizard when it comes to repairing, building, and restoring "real deal" Shelby Mustangs ('65-'70), Cobras ('62-'70), plus any type of Shelby tribute on the road today. However, upon finding out the Shelby had been sitting there for so long that there were no official records on file concerning the car, and then discovering the Shelby tag had been removed from the car, he began to think purchasing the Shelby was not such a great idea. Add to that, the car had been scavenged to the point where among other things, it was missing the engine, hood, steering wheel, quarter windows, and brake scoops. Therefore, even though the asking price was only \$350, he passed on the car. Hey, give the guy

a break, none of us knew what the going prices for Shelby's were going to be 40 years down the road.

Upon returning to Sacramento after the 1980 SAAC Convention, Gary attended a monthly meeting of the River City Shelby Club, where he told a fellow member about the Shelby Hertz rent-a-racer languishing in the White Sands sun, rain, and sometimes even snow. A few months later, that same member called him to say he had purchased the car, and it was now sitting on his property in the Sacramento area, still out in the open subject to mother nature's elements. Over the years he lost interest in it because of other projects, leaving the future classic collectible to sit outside, where it slowly but surely deteriorated in the Northern California weather the past 40+ years. He did give the GT350's automatic transmission to another River City Shelby member, who put it in his garage on a dry shelf.

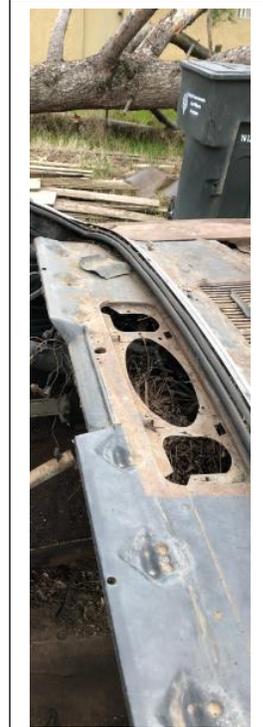


After spending decades sitting outdoors in a New Mexico wrecking yard and a California backyard the weather took its toll on the classic 1966 Shelby GT350H

One time when Gary went out for a visit, he saw a about a 4" diameter tree growing up through the empty engine bay, with the Shelby sitting on the open ground slowly sinking into the soft, damp soil. Gary suggested his friend cut the tree down and get the now rusting car up out of the soft dirt, which the guy did, but then he cut the 4" diameter section of the tree's trunk into foot long logs, and somehow set the car on the logs. Granted, the metal Shelby was now up off the destructive damp terra firma, but after a few rainy seasons the logs rotted away, once again allowing the car to sink even further into the damaging dirt. A few years later, Gary convinced the gentleman to set the car on cinder blocks.

Fast forward about a decade, when a strange twist in the "Lost and Found" saga takes place, proving once again, it's a small Mustang world. This time it involves a best friend of Chris's, a car guy by the name of Greg, who is also a Mustang kinda' guy, owning a 1966 Mustang GT Fastback, and a 1965 Mustang convertible. Greg, a heating and air conditioning professional in 1993, was called to inspect a system in an apartment building next door to the former glorious Shelby, still sitting outside suffering nature's sometimes cruel elements. Naturally he couldn't resist his Shelby addiction urging him to knock on the door of the car's owner, asking if he could take a gander at the less than gorgeous Mustang Fastback. The owner gives the go ahead, so the two of them are just takin' a looky-loo when upon closer inspection Greg notices a few Shelby indicators, so he asks rather nonchalantly, "Is this a real Shelby?" The gentleman chuckled, then replied, "I have had a lot of people ask to look at this car, but none of them ever asked if it was a Shelby." It turns out he was the River City Shelby Club member that Gary Cook had talked to about the Shelby in 1980, who then proceeded to buy the car. Like I said, small Mustang world.

Now press your brain's fast forward button to 2022. On a Friday Gary learns that on the following Monday the owner of the Shelby was clearing his property of anything and everything just sitting around. He called Chris, thinking he was the one and only "Shelbyite" crazy enough to tackle the daunting task of bringing the car "back to life", telling him it's a "now or never" situation. Thankfully, a deal was reached, so over the weekend Chris and a few of the Shelby "Little Rascals", including Greg and Gary, removed the literally rotting away Shelby and its various parts lying around here, there, and everywhere from the gentleman's property. Gary laughs when telling me about the perfectly preserved, 18" long, bleached white skeletal remains of a possum he found after opening the door of the Shelby. Yuckers!

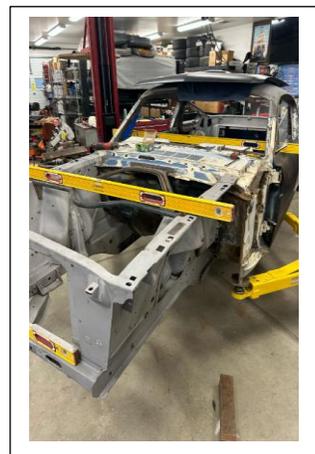
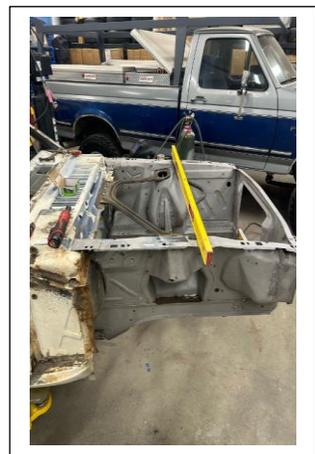
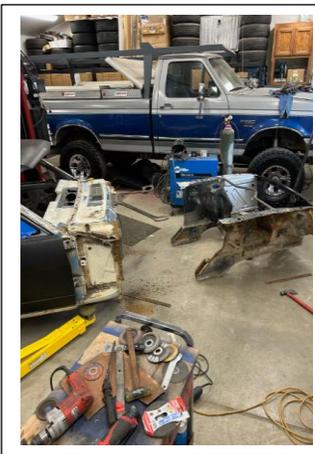
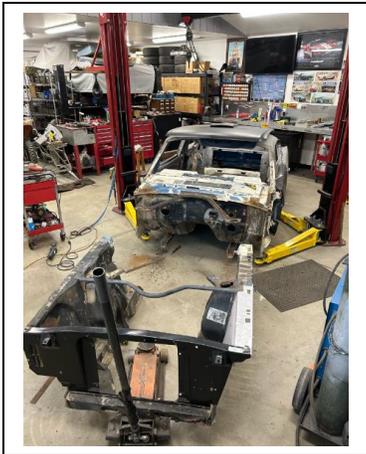


Kind of like Pick 'n' Pull, Coparts, dumpster diving, and a scavenger hunt for one car in a backyard



The "Lost and Found" 1966 Shelby GT350H at its newly found home at Chris's shop

With this Mustang Fastback being an original Shelby GT350H, Chris is taking extra special care in taking the car apart, mocking up all parts for alignment/gaps, and replacing every nut, bolt, and screw to insure it will be a reliable, solid car for enjoying on the street, even taking Shelby tours around the United States. In making sure the "bones" of the Shelby remain intact to ensure its true-blue originality, any replacement parts will be "original" 1966 Mustang or Shelby parts. Chris has been collecting original Mustang and Shelby parts for 50 years, so he has plenty on hand to complete the restoration, wanting to maintain the car's originality as much as possible. There probably won't be any shortage, considering he presently owns a couple of Mustang Fastbacks to restore or from which to retrieve original parts. Remember the GT350's automatic transmission given to a River City Shelby member in 1980, well, he has offered to give it to Chris for installation in the now being restored Shelby.





Chris is building a stock 1966 Shelby GT350 289 Hi-Po with 306 hp and 329 ft-lb torque

The Ford Mustang GT Fastback "K" code was the basic model for the Shelby GT350. From the Northern California Fremont plant, Ford Mustang GT Fastbacks were delivered to Southern California Shelby American for modifications according to Sports Car Club of America (SCCA) rules and regulations. For example, there are 3 different hoods on "original" 1965 and 1966 Shelby's, 1st a fiberglass hood with metal braces, 2nd a fiberglass hood with complete metal frame, 3rd a metal hood with metal frame. This is one of many examples where changes were made according to findings on Shelby assembly line in LA and parts availability on Ford assembly line in Fremont.



Chris inspects a shipment of newly plated parts taken off the 1966 Shelby

According to Chris, restoring any “original” classic car is a lot like replacing a human skeleton in a human body. For example, he had to have the original traction bars replaced by original style traction bars - another example, he will place a 1966 289 4-bbl Hi-Po into a 1966 Shelby GT350H because it is the same engine found in 1965-1966 Shelby’s - another example, cadmium is no longer used in plating parts for cars, so now gold zinc or silver zinc is used in the replating of as close to original parts as possible in the collector car world, and over time it holds up better and lasts longer. Think of it as a hip or knee replacement, where you replace the old, worn-out human bones with strong, corrosion resistant metal such as titanium, or cobalt and chromium alloys.

Chris has a first-class shop for restoring his Shelby

He is an avid collector of Shelby parts and memorabilia

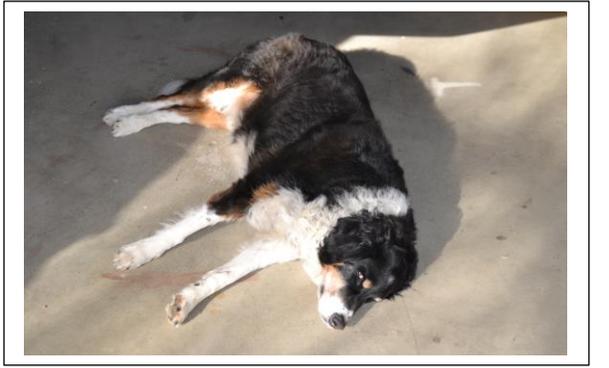




He has the tools and equipment for complete restorations



Besides having every necessary hand and power tool for every need, he has a lift for working underneath the car, and an engine stand with mufflers for “firin’ ‘er up”!



Being a 1965-1966 Mustang and Shelby expert, Chris is also a great guy who has a true passion for these cars. He and I will be hangin’ out at his shop, because there will be at least six DRIVEN articles from January ’23 thru June ’23 on the restoration of his “Lost and Found” 1966 Shelby GT350H. Also on hand will be his buddy Greg, and most important of all, the ever-loyal shop dog who keeps a wary eye on anything and everything seemingly suspicious.

2nd Lost and Found – February 2023



This could be you!
Register now!

Nor Cal Shelby Open Track!
Too Much Fun!



NorCal Spring Sprint
Sat Apr 1-Sun Apr 2
Reg opening soon



NorCal Mini-Nats
Sat Aug 26-Sun Aug 27
Tentative Date



NorCal Fall Classic
Sat Oct 7-Sun Oct 8
Come on down!



NorCal Black Friday
Fri Nov 24
Come on down!



Nor Cal Shelby Club Calendar of Events

JAN

- | | | |
|----|------------------------------|--------------------------------|
| 1 | Public Day | The Cobra Experience, Martinez |
| 4 | NorCal BOD Meeting | ZOOM & Luigi's in Campbell |
| 14 | Carroll Shelby Centennial | Shelby American, Gardena |
| 15 | Public Day | The Cobra Experience, Martinez |
| 19 | Movie Night-Top Gun/Maverick | The Cobra Experience, Martinez |

FEB

- | | | |
|----|----------------------------------|--------------------------------|
| 1 | NorCal BOD Meeting | ZOOM & Luigi's in Campbell |
| 11 | Educational Event - 1pm & 5:30pm | The Cobra Experience, Martinez |
| 19 | Public Day | The Cobra Experience, Martinez |

MAR

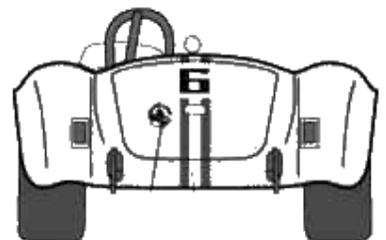
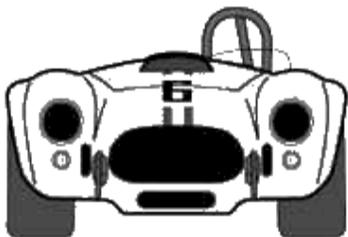
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|-------|---------------------------------|-------------------------------------|
| 1 | NorCal BOD Meeting | ZOOM & Luigi's in Campbell |
| 19 | Cars, Kids & Coffee, Public Day | The Cobra Experience, Martinez |
| 25-26 | Good Guys Get-Together | Alameda Cty Fairgrounds, Pleasanton |



Happy New Year
NorCal Shelby
Members!
2023

Nor Cal Shelby sponsored event*

Check website for updates at www.norcal-saac.org/cal/



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