



Vintage Racing Club of British Columbia

VANTAGE 2003 February



Another Old Ford at Westwood Check out the dents in it!!!

As our HMR is featuring Ford Motor Company's involvement in racing I will be focusing on the Blue oval cars in Vantage till May- # 11 this month it's the Shelby Daytona Coupe.



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COBRA DAYTONA COUPE

By Dennis Begley,
TheCarSource.com

The Cobra roadsters dominated the American tracks in 1963. Looking at the coming 1964 racing season, Shelby had his eye on European racing and realized he needed a new weapon to "whip Ferrari's ass." Ferrari was the ongoing World Manufacturer's champion year after year.

The closed coupe Ferrari GTO's proved to be tough competition on the tracks of Europe. The Coupe had the top end needed on those courses. The Cobra roadster just wasn't fast enough to beat the Ferrari team. The open cockpit roadsters had the aerodynamics of a barn door. There was no denying the smooth, closed, body of the Ferrari GTO's gave the GT 250's a tremendous advantage. Even though the engines in the 250's were 2 litres

smaller, they were faster on the long straightaways than the more powerful Cobras. In 1962, Enzo Ferrari all but forced the FIA to accept the highly modified 250 GT Berlinetta as a "production coupe." The FIA rules stated that 100 identical cars had to be built in order for it to qualify to be raced. Ferrari had sold a lot more than 100 of the 250 GTO's. But a loophole in the rules existed for the small European manufacturers. They could make slight body modifications to allow for changes in technological advancements during the model year. The FIA called it "normal evolution of type." When Ferrari submitted the "modified" Berlinetta GTO that he wanted to race, it had more than a few upgrades. In the 1962 papers he turned into FIA, the racing Berlinetta GTO was given a new suspension, brakes, shocks, a magnesium-cased transmission and a new six-dual-throat Weber carburetor manifold on top of a 3.0 litre V-12. Ferrari did not submit the required photos of the "optional body." The FIA bucked and said the GTO was a new car and wouldn't qualify. Ferrari put a lot of pressure on them to accept it as a GTO. The FIA finally agreed. In doing so, Ferrari opened up the rules to special cars from other manufacturers like a lightweight E-Type Jaguar, the Aston Martin 212 coupes and eventually the Cobra Daytona Coupe.

The European racing cars were all built with engines at or under the 3.0 litre, the FIA limit. It was a lot more economical to use the existing tooling and moulds in use for the production cars. The Ferrari GTO circumvented this requirement, too, opening the way for a 5.0 litre Cobra.

The Ferraris were unbeatable. The GTO was the perfect car for this racing series at this time. No other manufacturer's car could keep up with them. During 1963, while the Cobras were dominating the American USRRC racing, Ferrari owned the European FIA circuit. The Shelby American Cobras did so well in the US that Ford agreed to back a Shelby effort against the Ferraris.

The power of the Cobras on the short American tracks was unbeatable, another right car at the right time in the right place. But on the longer European courses, speed was the key. The Cobras had run against the GTO's early in 1963. The open roadster, small block Cobras couldn't go exceed 160 mph. The closed coupe GTO's were considerably faster. The aerodynamics of race cars was just being discussed seriously in the early 60's. Most people, thought aerodynamics belonged in conversations about jets. Wind tunnels and cars were never in the same conversation. A 24-year-old Shelby American employee named Pete Brock convinced Shelby he could develop a new weapon for the Shelby arsenal, a coupe. Brock was originally hired to run the High Performance Driving School at Shelby American. He was a graduate of the Art Center School in Los Angeles and the youngest designer ever hired by General Motors. At GM he did a lot of styling work on the Corvette Stingray during 1957-58. Brock was also Director of Special Projects at Shelby American. He was convinced if a closed coupe could be built, it would have the speed needed. Aerodynamics were the key, Brock was convinced. He said "he was influenced by some obscure German papers written by Wunibald Kamm." Kamm wrote about air flow and how important it was not to fight the air. Brock told Shelby it would take four times the horsepower to get a roadster to go 200 mph than it would to 100 mph. It would be a lot easier to reduce the drag of the cars than to increase the horsepower that much. And the car would qualify for FIA rules under the new interpretation used by Ferrari. The coupe project started in October 1963

Designing a Cobra coupe was not high on the list at Shelby American. Chief engineer at Shelby American, Phil Remington, didn't think a closed coupe was the answer and basically didn't support the project. Brock drew up some designs working with Cobra driver, Ken Miles, and one of the fabricators, John Ohlsen. Miles believed in the project. So did Ohlsen, a New Zealander, who has just joined the team. But more importantly, Carroll Shelby was also convinced.

The team was given Cobra CSX 2014 to form a body on. A plywood body buck was built on the 289 chassis. Aluminium panels were formed on the buck into a likeness of the coupe model. It passed the test. If nothing else, it sure looked like it could outrun the Ferrari's. Not everyone was impressed the same, though. Benny Howard, an airplane builder from the 1930's, who stopped at Shelby American one day told Shelby it would take 500 horse power to move that body at 180+mph. The body design shape "won't work," Howard told Brock. Could the hot 289, so successful in the roadsters, provide enough horsepower to push the coupe to 200 mph?

Blueprints were sent to California Metal Shaping in Los Angeles for the body and inner panels. The first coupe was assembled at Shelby American as CSX 2287. The car did not look like any other car. The roof was odd shaped, the rear end was chopped off and it had a movable wing on the rear. These features didn't just look right to the rest of the Shelby team. But the die was cast and the coupe was assembled. Shelby backed most of Brock's design but he listened to Phil Remington about the "ring airfoil" and opposed Brock on it. A compromise was reached. The car would be tested without the wing. If it was needed it would be added later.

According to Pete Brock, the key to the success of the Shelby cars was the people picked to build them. The best fabricators and builders in Southern California came to Shelby American to see what was going on and what that Texan was up to. A lot of the new recruits were USAC racers, experienced in oval track racing. They may not have been engineers but they did have a lot of practical experience and Shelby trusted individual ability. They knew how to build cars that "went fast and stayed together", according to Brock. The Cobra Coupe was the final product of a group of experienced racers. Very few drawings were made and no formal engineers worked on the project.

At Riverside during the track tests, Ken Miles topped the track record by 3.5 seconds and also broke the Cobra record. Miles hit 183 mph without even pushing the car. It was 20 mph faster than the roadsters and Riverside's straightaways were not long enough to open it all the way. Brock had been right. Shelby was impressed and pleased. Miles however, felt the suspension wasn't stiff enough. One of the fabricators, Don Allen had just joined the Coupe team. With his help, Brock's team put a triangulated subframe over the twin-parallel-tube frame to increase the torsional stiffness. A basic roll bar added the finishing touches to the chassis strengthening. Over the weeks of testing, larger Goodyear racing tires were added making the car even faster. The tighter frame helped the bigger tires work even better to hold the Coupe to the track. And the car didn't demonstrate any lift at high speed. Brock still argued the coupe needed a rear wing for the European tracks but Shelby, Miles and Remington said the car was good enough and needed no more improvements. The only other changes made in preparation for Daytona was some small plastic fences attached to the windscreen pillars to divert the air coming off the windshield to the rear brakes for cooling and a couple of panels riveted on to cover the rear tires. By the time the car was ready for Daytona the team at Shelby American had a lot different opinion of the Coupe. Everyone was now excited about its debut on the Daytona track. It was being called the "Daytona car."

The first car, CSX2287, was tested at Daytona Beach in preparation for the Daytona Continental in February, 1964. Even though Deke Holgate, public relations manager at Shelby American, called it a Cobra Daytona Coupe named after its introduction at this race, the Cobra was rarely used to describe the coupes. They were just Daytona Coupes. At Daytona, Shelby substituted Bob Holbert for Ken Miles as Dave McDonald's co-driver. Shelby considered Miles too valuable to risk on the track in an unproven car. Miles was real disappointed because the coupe was built around him. And he knew he could drive the Coupe to victory at Daytona. He tried to convince Shelby that he knew the car better than anyone else and he knew how to get the most out of it. But Shelby prevailed and made Miles team manager instead of a team driver. Shelby figured that with the experience of Holbert and McDonald in the roadsters, they would quickly learn how to drive the Coupe. After all, the Coupe was a lot easier to handle on the track than the Cobra Roadsters. Both were right.

During the practice runs at Daytona, Miles set an rpm limit of 6,300. Holbert broke the GT lap record. The Cobra Coupes were three seconds faster than the Ferrari GTO's. Miles lowered the rev limit to 6,000 and Holbert still out ran the GTO's.

During the race, the Coupes were superb. By the end of the first couple of hours, the Couple lead the race by several laps. After six hours, Holbert came in to the pits complaining of smoke in the cockpit. When the rear tires were pulled off for replacement,

it was obvious fluid was leaking out of the differential. The correct fluid wasn't available so Shelby told the crew to fill it with 50 weight engine oil till they could find some differential grease. Holbert hit the tracks again.

Miles called him back in after a few laps to replace the engine oil in the differential. Since Holbert was in the pits, the fuel tank was topped off. The tank was still full from the prior pit stop. Gasoline spilled out of the tank onto the hot rear disc brakes and exploded. The car was immediately engulfed in flames. The wiring burned and the differential was finished. Shelby pulled the Coupe from the race. It turned out the cause of the problem in the first place was the seals deteriorated after the differential overheated. The inexperienced drivers in the coupe failed to turn on an electric circulating (a fuel) pump for the differential sometime in practice or early in the race causing it to get too hot. Miles knew about the pump and when to turn it on, the new drivers didn't. Could Miles have won with the Coupe? Would the differential have failed anyway?

After it competed at Daytona, the Coupe was reconditioned for the 12 Hours of Sebring coming in March, three weeks later. McDonald and Holbert made no mistakes this time and the won decisively. But the drivers baked in the car in the Florida heat. The Coupe hadn't been run for 12 hours before. The cockpit wasn't vented properly. Too much heat stayed in the cockpit. The team made some quick adjustments when they realized the drivers were suffering. Even though the modifications weren't enough, it helped the drivers survive the heat enough to win.

Ford was impressed with the performance of the Coupe and gave Shelby financial backing for a full assault on the European circuit. Five more coupes were needed. Four chassis's were built at AC Cars in England then shipped to Shelby American for modifications. Shelby American was so swamped with work, the assembly of the coupes was subbed out. From the California factory, two out of the five chassis's were shipped to Carrozzeria Gransport in Modena, Italy. The plan was to also ship the prototype with the unfinished chassis to Modena for use as a model. But the prototype ended up in Sarthe, France, for official testing. Ford also sent two new GT40's. The GT40's were the center of attention for the press, Ford billed the GT40's as "the world's most technologically advanced race car." Both cars crashed during testing. The GT40's just weren't stable at speed. One of the GT40 drivers, Jo Schlesser, a French driver, who had crashed one of the GT40's, was given the chance to drive the Cobra Coupe. He loved the car. It handled so much better than the GT40's he was able to drive it to the fastest speed of the testing, 198 mph. Shelby asked him to drive the Coupe in some of the upcoming European races which he eagerly agreed to.

During the Coupe's first race at Spa, Brock's forecast of high speed instability was correct. Phil Hill found the car so unstable at over 180+, he brought the car in. The GTO's were more stable at high speed because of their tail wing. Phil Remington fabricated a wing for the Coupe the night before qualifications. The next day the Coupe handled so much better that Hill broke the track record and won the pole position. During the race, the Coupe lead from the start and held the lead until it began to have fuel problems. Hill pitted the car. Some kind of strange fibrous material was found in the tank. The filters and fuel pump were clogged. It took long enough to clear out the fuel system that Hill had no hope of catching up. Back on the track Hill gave one of the great heroic efforts in racing history. He not only caught up to the cars in laps, but broke the lap speed record three times. The fuel system clogged again and he was forced to pull in. The stuff in the fuel tank suggested sabotage but it could never be proven.

Meanwhile, Carrozzeria Gransport was trying to build the two new Coupes. Without the prototype to copy the design from, Gransport used their own discretion. The roof line didn't look right so they corrected the mistake giving the roofline a different contour. The error was discovered when the prototype finally made it to Modena. It was too late to correct the second Coupe, CSX2300. The two Coupes were shipped only days before the LeMans race to be prepped. The new Coupe, Chassis CSX2299, was assigned to Dan Gurney and Bob Bondurant. The prototype was given to Chris Amon and Jochen Neerspasch. The original prototype was definitely faster than the new coupe. In practice it was 11 mph faster in the Mulsanne straight away. The cars were identical except for the roofline. But during the race, Gurney driving the new coupe actually took his class and ran the fastest GT lap at 3:58.7. The prototype team was disqualified for an illegal start after the Ferrari team protested. It wouldn't start so the Coupe was jump started in the pits with a separate battery, definitely an illegal move. It was leading the GT class when it was black flagged in the 10th hour of the race. Ironically, the first "wrong roofline" Coupe was also the winningist Coupe. Dan Gurney was larger and taller than Ken Miles, who the coupe's seating was designed around. He fit better in the taller CSX2299. As the premier driver in many of the races, his coupes were better prepped

and serviced, so he won more of the races despite the taller profile of the car. Gurney was also a very aggressive driver and won more races because of it. (The cars were not built with sequential numbers. CSX2287 was built and modified then used as a model for CSX2286 that became the pattern for CSX2299 and CSX2300.)

The Ferrari/Daytona Coupe battle continued the rest of season. The last race was scheduled for Monza, Italy. Ferrari lead by a few points. Shelby had four Coupes ready. Ferrari was in trouble. For the first time in years, it looked like Ferrari wasn't going to win the European Championship. Somehow Enzo used his clout to have the last race cancelled. Ferrari had more points than the Shelby team giving Team Ferrari the trophy once again. Enzo Ferrari couldn't win the 1964 trophy with his cars so he used what no one was expecting to win, political clout.

The next year, Ferrari pulled his team completely out of GT racing. He knew he couldn't beat that upstart Carroll Shelby's Daytona Coupes, so he didn't try. Instead, he went after Ford's GT40's in the Prototype Class. The struggling GT40 team just couldn't pull it together. Ferrari successfully won the Prototype class. Shelby's Coupes won the 1965 World GT Championship hands down. The Coupes won almost every race they were in. In fact in some of the races, they came close to out running the Ferrari prototypes and the GT 40's. (Ford threw in the towel on the GT40's after the embarrassing 1965 efforts and turned to project over the Shelby American with instructions to win with the GT40's and not the Daytona Coupes. The project ended there and the Coupes became a part of history. Be sure to read about Shelby's efforts with Ford's GT40's.)

Pete Brock finished his story with these words, "The Daytona Cobra Coupes were the last of the Specials, a watershed point in race car design. From 1965 onward, race car technology followed the lead set by the Broadley/Ford GT40, cars engineered on paper and built with the most technologically advanced materials available. Never again would there be a successful design distilled only from the cumulative experience of a team's race mechanics, who literally envisioned cars on the shop floor and built them as they proceeded, The Daytona coupes were the end of an era."

Source of information: Shelby American from SAAC; A great article in Vintage Motorsport by Pete Brock on the Daytona Coupe, September/October 1993.

Much thanks to Pete Brock for publishing his article, for the use of his insight and information used on these pages, and for being there. All corrections and additional information are welcome. Please email me your comments.

A Viper is not a Cobra Coupe.....There was only one (actually six) Daytona Cobra Coupe! Another great chapter in the racing history of Shelby American.

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MONTHLY MEETINGS

Monthly meetings of the Vintage Racing Club of British Columbia are held on the second Tuesday of each month (except December): 7:00 pm for social; business to start at 8:00 pm. Meeting place is Cruisers Pit Stop Diner 21671 Fraser Hwy, 1.5 km east of Langley.

ANNUAL DUES

Single Membership \$50.00; Family Membership \$60.00
The Membership Coordinator, Ivan Lessner, is accepting applications for 2003.

PURPOSE OF THE CLUB

"The purpose of the Club is to restore, race and exchange information concerning vintage sports and racing automobiles. The Club was established in 1976 by a group of Vancouver

based friends as a means of sharing with others their enthusiasm for racing and appreciation of the incredible vintage racing machines of bygone days. The Vintage Racing Club supports the philosophy of racing competition that encourages participation, sportsmanship and display of the vehicle in its natural state on the track. There are no prizes or trophies, merely the great enjoyment of a well prepared vintage racing machine at speed."

NEWSLETTER

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The VANTAGE is sent to all members of the Vintage Racing Club of British Columbia. Complementary copies are also provided to VRCBC supporters and motor sports clubs. Cut off date for articles, paid advertisements and Marketplace for the next issue is

MAILING ADDRESS

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Disclaimer: Opinions of the Editor and contributors to this newsletter do not necessarily represent the views of the Vintage Racing Club of British Columbia.

BAXTER AUTO PARTS GEARS UP FOR ANOTHER YEAR AS TITLE SPONSOR OF THE 27TH ANNUAL PORTLAND HISTORIC RACES

PORTLAND, Ore. - Jan. 23, 2003 - Baxter Auto Parts has renewed its commitment as the title sponsor of the 27th annual Portland Historic Races. The Baxter Auto Parts Portland Historic Races will take place July 11 through 13 at Portland International Raceway, located at 1940 N Victory Blvd.

One of the leading auto parts and high-performance suppliers in the Northwest, Baxter Auto Parts has been involved with the Portland Historic Races for the past six years; this marks the company's second year as title sponsor.

The Baxter Auto Parts Portland Historic Races features racing by some of the most celebrated vintage cars in history. Nearly 250 prestigious cars are divided into groups according their age and horsepower to compete on the raceway's 1.967-mile track. This year's event will highlight a field of historic Stock Cars, as well as a large group of 2.5 Trans-Am Challenge Cars.

In addition to racing, the event offers something for the whole family with a display of more than 700 collector cars and 200 collector hot rods; a family zone with activities for children; go-kart racing in the pro-pits; a vendor midway; and a food and wine pavilion.

The event is produced by Campbell Productions under the direction of company president Gill Campbell. Campbell, who has additionally assumed the role of director of the Laguna Seca Raceway in Monterey, Calif., has surrounded herself with a skilled management team to successfully produce the racing event, which holds a superior reputation in the historic racing industry.

For more information about the Baxter Auto Parts Portland Historic Races, call 503-274-0019

Schedule for 2003 races (tentative)
VINTAGE SCHEDULE
March 8/9 Portland SCCA Vintage grid
April 4/5/6 Bremerton SCCA Vintage grid
April 12/13 Portland SCCA Vintage Grid
April 13 Mission CACC Vintage grid
April 18/19 Seattle Sovren Vintage defrost
April 26/27 Bremerton SCCA Vintage Grid
May 10/11 Seattle Sovren Vintage weekend
May 23/24/25 Seattle Scca Vintage grid
May 24/25 Mission VRCBC Historic weekend
June 13/14/15 Portland SCCA Rose Cup Vintage grid
June 27/28 Mosport VARAC 24th Vintage Festival
July 4/5/6 Portland Scca Vintage grid
July 4/5/6 Seattle Sovren Pacific Northwest Historics
July 4/5/6 Mt Tremblant Sommet de legends Historic Grand prix cars
July 11/12/13 Portland Historic weekend
Aug 9/10 Bremerton Sovren Scca weekend
Aug 16/17 Portland SCCa Vintage grid
Aug 16 Mission Cacc Vintage grid
Aug 23/ 24 Calgary CVRC Vintage weekend
Aug 30 Sept 1 Portland Sovren Vintage weekend
Sept 7 Mission Cacc Vintage grid
Sept 20/ 21 Seattle Sovren Vintage weekend
Sept 27/28 Portland SCCA Vintage grid
Oct 4/5 Mary Hill Sovren Hillclimb

The Dreaded Car Eligibility issue
From : Evan Williams <ewilliams@dwg.com>

To : donmex2@hotmail.com
Subject : Request for Comment
Date : Mon, 27 Jan 2003 09:05:56 -0800

To all VRCBC Members

The February issue of Vantage is ready to be released, however, as of today, we have received no written opinion from the membership on the crucial question of:

President Dave Williams asked the club to begin discussions on changes to the fundamental car eligibility rules. He requested that members table proposals for the year of eligibility of the various classes in order to promote the growth of the actively racing club membership. The last change was in 1989 when the (Historic Class) cut-off date was set to 1969.

The above was a clip from the January General Meeting Minutes.

Please put pen to paper (or fingers to keyboard) and let us know what you would like to see happen to the Club rules, even if you think no change at all is the best for the Club.

Your input is vigorously solicited for the February issue of Vantage.
Please pass this on to all those who are out of range of e-mail.

Many thanks

Evan Williams
VP VRCBC

Sovren's Comment

From : Evan Williams <ewilliams@dwg.com>

To : legrand198@hotmail.com,frank_chynoransky@telus.net,gilstuart@nisa.net, david@iat-yvr.com,ivan_lessner@telus.net,mcclelland3820@shaw.ca,
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Subject : Fwd: Re: Request for Comment

Date : Mon, 27 Jan 2003 10:15:16 -0800

From: OLDCARSMMC@aol.com

Date: Mon, 27 Jan 2003 12:51:24 EST

Subject: Re: Request for Comment

To: ewilliams@dwg.com

X-Mailer: AOL 7.0 for Windows US sub 10622

X-RCPT-TO: <ewilliams@dwg.com>

Dave,

In SOVREN we have the Exhibition Grid, which by our rules includes cars that are historically significant, purpose built race cars. We have found it is impossible to agree on a definition of those last six words. Buckingham defines those words as 'Cool cars'. SOVERN approved Monoposto 70's Rules for the open wheel cars. Everyone agrees that it has a nice tight rules package, but it is not perfect and may not include some "historically significant race cars" What about Sports Racing Cars? We have finally approved at the Comp Committee level a list adapted from SVRA with a couple of general rules that should really be inclusive to all of our 70's racecars. Now, what to do with the production based purpose built racecars. Can't leave them out. For now, they are on a case by case basis and will not run in the Historic grids.

The EXH grid committee has spent countless hours trying to sort all of this out. We are finally at a point of compromise, but there is a lot to still sort out. I could go on and on for hours but don't want to take up anymore time today. The net result of expanding eligibility is: older cars will disappear, newer faster cars will come to race. You will have to provide more grids because the older cars will not want to be in the same grids. You will have less track time, which will turn people away, because it isn't fun any more and it goes on and on. How many more 510's, Z-cars, Pintos, Toyota's, Capri's, Camaro's, Mustangs do you want at your races? Are you sure you want to go there? SOVREN's Exh.Committee already has a good hand on how to handle the more modern cars when that day comes, but nobody wants less track time.

Hope this give you some input from south of the border.

AL Murray, Pres, SOVREN

From: "Leigh Anderson" <leighand@planeteeer.com>

To: "Evan Williams" <ewilliams@dwg.com>

Eligibility Rules Changes

Well there is nothing like the mention of changing the eligibility rules to get an adrenalin fix in the off-season, is there? Well, here goes and you may not like it.

In all the years I have been in the club there has been nothing that stirs up the membership

more than this topic. If it doesn't this time, you might want to check for a pulse. It appears that the intent here is to change the cut-off date in our current rules. It is not clear as to why we are asked to discuss this now, but I do know that often, in the past, ad hoc changes have been proposed by people who either have an ineligible car they want to make eligible for vintage racing, or they have an ineligible race car for sale. These are not valid reasons for changing the rules. Incidentally, the main reason for making the change in 1989, was because most other clubs had moved to that year, more notably the (then)new SOVREN group, and we wanted to have their cars run with us at our Westwood Historics. The last time I looked, most other clubs are still maintaining the 1969 cut-off date, except for formula and exhibition cars. The rules we have were developed initially through an effective process that resulted in a document that reflected not only the stated purpose of the club, but its very character. Any subsequent amendments have been carefully considered and adopted through an equally fair and rational process and I believe that they still reflect the club's purpose and character. If our President is intent on pursuing this matter, I would strongly recommend that it is incumbent on him to ensure that:

1. All members have a copy of the current rules before being asked to discuss this topic. (Often we have people speaking to this question who don't know what they are talking about because they haven't even read our rules)
2. There is a clearly defined democratic process for proposing, discussing, debating and enacting any changes, that provides ALL members with an opportunity to participate. (not all members are on email and those that aren't should not be excluded) As one who still bears scars from past debates of this nature (as President) I would be pleased to help you with this.
3. Changes in the rules should enhance the purpose of our Club.
4. The review should include all rules and not just those that may accommodate their proponents. (Eligibility goes far beyond just the cut-off year)

I will express my thoughts on the main issue when I feel that the question is being considered in accordance with the above.

Leigh Anderson.

A Questionnaire will be sent to each club member of 2002 to address the above issue, upon return on the questionnaires they will be tabulated and the results shared with the club. At that time the executive will have the memberships directions as to how to and if they want to address the issue of changing the car eligibility guidelines for the club. .

 DUES are now payable for the 2003 season. Send your cheque to VRCBC c/o John Picard
 21645 123 Ave Maple Ridge B C Canada V2X 4C4 Single membership \$50 family\$60cdn

CACC Competition Licenses are to be purchased from Rod Mores CACC Treasurer 11113-84B Ave Delta B C V4C 6Z2
 Then Dave Bell will issue the License his Phone # is 604 839 3476, email
 Licensing@caccautosport.org

Book review:- Sam Posey's autobiography The Mudge Pond Express
 I came across this title in my internet searches for information on the early Trans Am days. It is out of print but luckily I found that the Vancouver Public Library had a copy.
 It was an enjoyable read of a 10 year period of motor racing from 1965 to 1975 if you skip read the personal stuff
 From FV at its heyday, to the Can Am, the Trans Am, Formula 5000, World Championships, and even Indy cars. An inside look at racing in the late sixties .
 Minimal pictures- took about 4 hours to read.

Anybody got a copy of Brock Yates - Sunday Driver ??

North American Vintage and Historic Events

2003 Tentative Events Schedule

The schedule is provided for information purposes only. Please contact the sanctioning body before attending any event.

February March April May June July August September October November December

February**30-31, 1-2 HSR Rolex 24 at Daytona**

Featuring the Historic GTP/Group C Series - Race One.

Rolex Legends at Daytona

Featuring past competitors with Featured Marque - Porsche - 30th Anniversary Winner

Daytona International Speedway, Daytona Beach, Florida

1-2 VARA University of VARA

Buttonwillow Raceway Park, Buttonwillow, California

13-16 HSR Palm Beach Road Races

Featuring World Championship of Makes Series - Race One, Historic GT Series - Race One, Club Sport Porsche Challenge, ROLEX Endurance Challenge Series Races and WorldCom Dash Series Races.

Moroso Motorsports Park, West Palm Beach, Florida

14-16 VARA 12th Annual Copperstate Classic

Phoenix International Raceway, Phoenix, Arizona

March**27-28, 1-2 HSR 13th Annual Sebring Endurance Challenge**

Featuring The Al Holbert Memorial GTP Reunion, World Championship of Makes Series - Race Two, World Sportscar Series - Race One, Historic GTP/Group C Series - Race Two, Historic GT Series - Race Two, Historic Stock Cars, 2 Three-Hour ROLEX Endurance Challenge Series Races, One Hour Night Endurance Race, Club Sport Porsche Challenge and WorldCom Dash Series Races.

Sebring International Raceway, Sebring, Florida

12-15 SVRA The 51st Mobil 1 12 hours of Sebring

Featuring 50th Anniversary of Corvette

UBS/ Paine Webber Enduro Series

Sebring International Raceway, Sebring, Florida

15-16 VARA Formula Festival

Las Vegas Motor Speedway, Las Vegas, Nevada

April**3-6 SVRA Spring Fling**

Featuring Driver Orientation Program,

UBS/PaineWebber Enduro Series,

Edelbrock Sprint Series,

Monoposto Series

Roebing Road Raceway, Savannah, Georgia

5-6 VARA Willow Springs Raceway, Rosamond, California

24-27

HSR

The 26th Annual "Mitty" at Road Atlanta

Featuring "B.O.S.S." Formula Super Cup Series - Race One, Historic GTP/Group C Series - Race Three, World Championship of Makes Series - Race Three, Historic GT Series - Race Three, ROLEX Endurance Challenge Series Races, Club Sport Porsche Challenge and

WorldCom Dash Series Races.
Road Atlanta, Braselton, Georgia

May

2-4 VSCDA **Spring Brake Driver School & Race**

Featuring: Featuring Group 1 Cars from Canada and the US, Race #1 of the Formula Vee Series
GingerMan Raceway, South Haven, Michigan

3-10 SVRA **The Tire Rack Cannonball One Lap Of America**

3-4 VARA **British Extravaganza**

Buttonwillow Raceway Park, Bakersfield, California

16-18 SVRA **Johnson Controls Vintage GT Challenge**

Featuring the Badger 200 Enduro, HSCRA Stock Cars, UBS/PaineWebber Enduro Sprint Series, Monoposto Classics
Road America, Elkhart Lake, Wisconsin

June

5-8 HSR **Watkins Glen Historic Races**

Featuring the "B.O.S.S." Formula Super Cup Series - Race Two, World Championship of Makes Series - Race Four World Sportscar Series - Race Two, Historic GT Series - Race Four, Club Sport Porsche Challenge, ROLEX Endurance Challenge Series, and WorldCom Dash Series Races.
Watkins Glen International Raceway, Watkins Glen, New York

13-15 VSCDA **VSCDA/Blackhawk Vintage Classic**

Blackhawk Farms, South Beloit, Illinois

19-22 SVRA **Sprint Vintage Grand Prix**

Featuring the 50th Anniversary of Corvette, Historic GTP, UBS/PaineWebber Enduro Series, Edelbrock Sprint Series
Mid-Ohio Sports Car Course, Lexington, Ohio

21-22 VARA Joint event with POC & 2 Hour Enduro

Willow Springs Raceway, Rosamond, California

27-29 VARAC **24th Annual Vintage Racing Festival**

Mosport International Raceway, Bomanville, Ontario

July

10-13 HSR **Virginia International Raceway Historic Races**

Featuring The American Muscle Car Challenge, World Championship of Makes Series - Race Five, World Sportscar Series - Race Three, Historic GT Series - Race Five, Club Sport Porsche Challenge, ROLEX Endurance Challenge Series Races and WorldCom Dash Series Races.
Virginia International Raceway, Alton, Virginia

17-20 VSCDA **Brian Redman International Challenge**

Road America, Elkhart Lake, Wisconsin

August

2-3 VARA VARA's 1st Annual Golden State Classic
California Speedway Long Course, Fontana, California

15-17 VSCDA **Vintage Grand Prix Au Grattan & Summer Party XVII**
VSCDA's 25th Anniversary, Grattan Raceway Park 40th Anniversary and Formula Vee 40th
Birthday
Grattan Raceway Park, Grattan, Michigan

September

4-7 SVRA **U.S. Zippo Vintage Grand Prix**
Featuring The Mark Donohue Reunion, American Muscle Cars, Historic GTP,
UBS/PaineWebber Enduro Series, Edelbrock Sprint Series, Monoposto Series
Watkins Glen International, Watkins Glen, New York

11-14 HSR **Atlanta Historic Races**
Featuring "B.O.S.S." Formula Super Cup Series - Race Three, World Championship of Makes
Series - Race Six, World Sportscar Series - Race Four, Historic GT Series - Race Six, Lotus
Festival, Porsche 356 Challenge, Club Sport Porsche Challenge, Historic Stock Cars,
WorldCom Dash Series Races and ROLEX Endurance Challenge Series Races.
Road Atlanta, Braselton, Georgia

19-21 VSCDA **Elkhart Lake Vintage Festival**
Feature Marque: Lotus and a Formula B reunion
Road America, Elkhart Lake, Wisconsin

25-28 SVRA **SVRA on the Shenandoah Track**
Featuring Driver Orientation Program, Morgans at the Point, The 10th Annual Blue-Gray
Challenge, UBS/PaineWebber Enduro Series, Edelbrock Sprint Series
Annual Blue Gray Challenge and Datsun/Nissan
Summit Point Raceway - Shenandoah Track, Summit Point, West Virginia

25-28 HSR **Brumos HSR Summit Point Double Header with HSR on the Jefferson Track
and SVRA on the Shenandoah Track**
Featuring the 12th Annual Porsche 914 Reunion, Club Sport Porsche Challenge, WorldCom
Dash Series Races and ROLEX Endurance Challenge Series Races.
Annual Blue Gray Challenge and Datsun/Nissan
Summit Point Raceway - Jefferson Track, Summit Point, West Virginia

27-28 VARA Octoberfest BMW-Lotus Challenge
Special invitation to 2.0 Litre Porsches
Buttonwillow Raceway Park, Bakersfield, California

October

9-12 SVRA **Formula Car Festival - Season Finale/Annual Banquet**
Featuring Driver Orientation Program, Formula Car Festival, BOSS Series, UBS/PaineWebber
Enduro Series, Edelbrock Sprint Series, Monoposto Series
Virginia International Raceway, Alton, Virginia

17-19 VSCDA **Mid Ohio Race Track**
Mid-Ohio Sports Car Course, Lexington, Ohio

November

30, 1-2 HSR **Brumos Daytona Continental Historic Races**
Featuring the Historic GTP/Group C Series Finale, round five and finale of the World Sports
Car Series, Championship of Makes Reunion, Historic GT Series Finale, Club Sport Porsche
Challenge Finale, Porsche 935 Reunion, Historic Stock Cars, Two Litre Shootout, ROLEX
Endurance Challenge Series Races and WorldCom Dash Series Races.
Daytona International Speedway, Daytona Beach, Florida

1-2 VARA Porsche Alfa Shootout
Las Vegas Motor Speedway, Las Vegas, Nevada

22-23 VARA Big Bore Bash Ford/Chevy Challenge
Willow Springs 50th Anniversary
Willow Springs Raceway, Rosamond, California

December

The schedule is provided for information purposes only. Please contact the sanctioning body before attending any event.

MORE SHELBY DAYTONA COUPE

CSX2287 - The long lost Prototype Daytona Coupe

The original prototype Cobra Daytona Coupe that has been missing for 30 years, was recently sold for over \$3 million dollars. As one of six closed Coupe Cobras, the prototype had an interesting racing career, but that is where the story starts.

After winning the Manufacturer's trophy for Shelby American in 1965, the six Coupes were retired. Ford brought the GT 40 project to Shelby to take over. The instructions were simple enough, retire the Cobras and race & win with the GT 40's.

Daytona Coupe CXS2287 returned to Shelby American to be reconditioned. It joined the public relations Cobra Caravan touring the country. Later Craig Breedlove and Bobby Tatroe took it to the Bonneville Salt Flats and set 23 international and national speed records.

Shelby wanted to sell the cars, but no one wanted the spent racing Coupes. They sat around Shelby American for a couple of years. The engine and transmissions were taken out. Interest finally awoke for the cars and they were sold, some for less than \$4,000. CSX2287 was sold to Jim Russell, owner of Russkit Models for \$4,500. Russkit made slot-cars and model car kits. Russell converted the car for street use and kept it for about a year. He then sold the Coupe to Phil Spector, music producer. Russell had advertised the car for \$12,500.

Spector drove the Coupe on the streets of Los Angeles. But retired racing cars do not make good street cars. Designed for high speed race tracks, the Coupe was uncomfortable and hot. The story has it that Spector got so many tickets his lawyer advised him to get rid of the Coupe before he had to give up his driver's license. Spector took it to a mechanic to see about making it more streetable. They said conversion was going to cost a lot of money. The shop suggested "scrapping it" and offered him \$800 for it as a parts car. Spector didn't scrap the Coupe but he was ready to get rid of it. George Brand, Spector's body guard, offered him \$1,000 for the Coupe in 1971. Brand later gave the car to his daughter, Donna O'Hara. (Read below for an update on this part of the story.)

O'Hara and her husband, John, were approached numerous times about selling the car. The offers, according to the SAAC registry, were under market value and were repeatedly turned down. O'Hara finally did put a price on it equal to a piece of property they wanted to buy, but offered that kind of money for it. In 1982 the O'Hara's were divorced and Donna took the Coupe with her. She went into obscurity and hid the car. Potential buyers who found her were told to go away and she wouldn't confirm she even had the car. Rumours floated around that the Coupe set in a garage in Southern California unrestored. Actually as it turned out it was wasting away in storage. The legendary lost Daytona Cobra Coupe...

An article in the LA Times reported that Robert Lavoie, an attorney representing Kurt Goss, said she was approached at least two times in the last couple of years. She was offered about a half-million dollars but wouldn't sell it. She told friends she was going to hold on to it to pay for her retirement. During the 70's she let Goss drive it once in awhile. He was a childhood friend of Donna's.

The ownership of the car is now a court issue. On October 22, 2000, Donna O'Hara went under a bridge, her rabbits in hand, on a horse trail in Fullerton, poured gasoline on herself and lit it. It took her 15 hours to die. She was found before she died but refused to

even give her name to the police or the hospital. A month later she was identified when some friends reported her missing.

Goss said she called him on October 17 and asked that he come to her La Habra house. There she asked Goss should something happen to her, if he would take care of her personal effects. Goss says she also said she wanted him to have the Coupe and three other cars she owned. When he heard that she died, he contacted her mother, Dorothy. He also paid the back rent for the storage garage where the Coupe was parked. However, the manager of the rental storage place would not let Goss move the car without proper legal authority. By the way, Donna died without a will.

In the meantime a rare car dealer from Montecito, Martin Eyears, contacted Donna's boss at Sears, trying to get in touch with her. He had tried to buy the car from her earlier and wanted to make another offer. He was told that she had died. Donna's boss agreed to pass Eyear's interest in the car to her mother. Dorothy Brand called Eyears on December 16 and agreed to sell him the Coupe for \$3,000,000 and reassured him that she and Donna's father were sole heirs to Donna's estate.

Apparently Eyears had an arrangement with Steve Volk, president of the Shelby American Collection in Boulder, CO, to sell the Coupe to the museum for \$3,750,000. But he did not sell it to Volk, instead he sold it to a private collector on the East coast, Fredrick Simone, a Philadelphia neurosurgeon.

A legal fight over ownership of the car has broken out. When Goss learned of the sale, he went to the garage and to find that the car was gone. He retained an attorney to stop the sale of the car, and prove Donna gave him the Coupe. Goss has the title and the keys to the storage garage, the car is with the collector. Goss is being accused of taking the title illegally. Mrs. Brand has already given some the sale money to charities and other family members. Probate court has not settled Donna's estate yet so there are questions as to whether Mrs. Brand legally owned the car to be able to sell it to Eyears. Judge James Gray was quoted by the LA Times, "I'm going to challenge all of you and ask if you are not making this up. This smells from many standpoints." on March 6. Gray ordered the remaining \$2,000,000 be held until ownership can be resolved. The hearing is set for April 17, 2001.

Additional Information: Wallace Wyss, author of Shelby's Wildlife, sent me an email regarding the 4-17-01 hearing. Nothing was settled. Judge Gray was not happy that Mrs. Brand has not revealed where the \$1,000,000 is that see reportedly gave away. Gray was also annoyed that Dr. Simone has not responded to any inquiries. And Gray set a date in October to reach a settlement if one is not reached prior.

To add to the confusion, Phil Spector now says he never sold the car to Brand. That in fact he only gave it to Brand to store. Store it for 30 years? Maybe Shelby never sold it to Russell, either.

Come back for further details!

(The sources for this article are: The SAAC Registry, The LA Times and The Orange County Register, 2001 and Wallace Wyss who was at the hearing.)

Number History

CSX 2287 Built completely at Shelby American, Venice, California - 2/16/64 : Daytona : Holbert/MacDonald : DNF - 3/21-22/64 : Sebring : Holbert/MacDonald : 1st GT III - 4/17-18/64 : Le Mans (Test day) : Schlessler - 5/17/64 : SPA : Hill : DNF - 6/20-21/64 : Le Mans : Neerpasch/Amon : DQ - 7/4-5/64 : Reims - Neerpasch/Ireland : DNF - 8/29/64 : Oulton Park TT : Hill : 11th - 9/11-20/64 : Tour de France : Simon/Dupeyron : DNF - 6/19-20/65 : Le Mans : Johnson/Payne : DNF - 11/6/65 : Bonneville Salt Flats : Breedlove/Tatroe/Greatorex : 23 USAC/FIA world records. 1965 : Russell : street driven - 1966 : Koveleski - 1968 : Spector : street driven - 1971 : O'Hara : street driven.

CSX 2299 1st Italian body built - 6/20-21/64 : Le Mans Gurney/Bondurant : 1st GT III - 7/4-5/94 : Reims : Gurney/Bondurant : DNF - 8/29/64 : Goodwood TT : Gurney : 1st GT III - 9/11-20/64 : Tour de France : Trintignant/de St Auban : DNF - 2/28/65 : Sebring : Seclesser/Keck : 1st GT III - 3/27/65 : Oulton Park TT : Schlessler/Bondurant : 1st GT III - 5/1/65 : Le Mans : Sears : 4th GT III - 6/19-20/65 : Thompson/Sears : 2nd GT III - 8/15/65 : Daytona - Sears : 2nd GT III - 1965/69 : Shelby American, Inc. - 1969 : Shoen - 1995 : Baus currently owned by Larry H. Miller since January 2000 and resides at the Shelby American Collection in Colorado

CSX 2300 2nd Italian body built - 6/20-21/64 : Le Mans Gurney/Bondurant : 1st GT III - 2/28/65 - Daytona : Leslie/Grant : 3rd GT III - 3/27/65 : Sebring : Leslie/Grant : 3rd GT III - 5/23/65 : Nürburgring : Schlessler/Simon : 3rd GT III - 7/3-4/65 : Reims - Sears/Withmore : 9th GT III - 1966 Koveleski, Nichols, Sakai - 1975 : Shoen - 1976 : Shelby - 1984 : Nagel - 1985 :

Shelby. August 2000 : Monterey auction.

CSX 2601 3rd Italian body built. 28/2/65 : Daytona : Johnson/Payne : DNF - 3/27/65 :
 Sebring : Johnson/Payne : 2nd GT III - 4/25/65 : Monza : Bondurant/Grant : 1st GT III -
 16/5/65 : SPA : Bondurant : 2nd GT III - 5/23/65 : Nürburgring : Bondurant/Neerpasch :
 Fastest GT qualifier - 6/19-20/65 : Le Mans : Grant/Schlessser : DNF - 7/3-4/65 : Reims :
 Bondurant/Schleser : 1st GT III - 8/15/65 : Enna : Bondurant : 1st GT III - 1966 : Shelby's
 used in Paramount Movie "redline 7000" - 1966 : Bondurant - 1969 : Simonsen - 1973 : Dyson
 - Late 80's : Rubin - 1991 : Livanos - 1993 : Schaevitz.
 CSX 2602 4th Italian body built - 2/28/65 : Daytona : Muther/Timanus : 2nd GT III - 3/27/65 :
 Sebring : Spencer/Adams/Hill : 6th GT III - 4/25/65 : Monza : Sears/Whitmore : 2nd GT III -
 5/16/65 : SPA : Whitmore : DNF - 5/23/65 : Nürburgring : Sears : 2nd GT III - 6/19-20/65 : Le
 Mans : Sutcliffe/Harper : - DNF - 1965 : Shelby American - 1966 : Jones - 1971 : Shoen -
 1980 : Nagel - 1987 : Sheehan - 1990 : Maruyama
 CSX 2286 Last Italian body built - 6/19-20/65 : Le Mans : Gurney/Grant : DNF - 1965 :
 Shelby American - 1966 : Koslow - 1967 : White - 1970 : Mullens - 1974 : Gaffney - 1976 :
 Megibow - 1978 : Soprano - 1983 : Stauffer
 CSB 3504 Planned for competition at Le Mans 1965 - built on standard Cobra Mk II chassis -
 Returned to Shelby American in early 1965 - 1970 : sold at auction. 1976 : R. Sutherland -
 1979 C. Sutherland : 1987 : Stauffer - 1992 : Quintenz
 CSX 3055 Willment/ Ghia coupe - Never race - 427 engine -Body by Ghia (like a Fiat 8V).

BUY AND SELL

Matching Legrand MK 21 FF's Scholar and Ivey Motors- complete with single axles trailers
 Negotiable sold only as a set!! \$10,000 US
 Rodger Hayes rhayes@helix.net

1969 Camaro , 302 , T 10, roll cage, fuel cell, minilites, hoosiers, Fire system, \$10,000US
 Rodger Hayes rhayes@helix.net

Datsun 510 quick competitive car, cage 4 wheel disc, lap record holder at Pacific raceway
 With trailer \$6800, could be converted to vintage.
 Robert Barg -604 942 6685

1969 RCA Formula Vee basket case- frame has been restored, need mechanicals, \$950.
 Robert Barg 604 942 6685

Possible garage /shop space available Pitt Meadows area
 Robert Barg 604-942-6685

1967 Corvette vintage racer ex trans am car has flares, and is not legal for local Vintage races
 \$39,000 cdn. 604 590 2448

1937 Riley Adelphi 1 1/2 litre... offers to Rob Follows.

3 layer nomex suits for young beginner/starter racer, ex McGregor see Bob Smith.

Lots of used 15 inch tires, see Evan Williams (604-531-
 4806)

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