

# OPEN TRACK

Official Publication of the Los Angeles Shelby American Automobile Club  
Third Quarter 2008 (#5)  
[www.LASAAC.org](http://www.LASAAC.org)

## Spring Open Track Recap

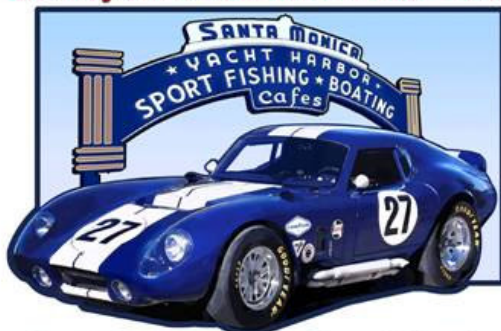
Our April open track event was very well attended, with 58 cars taking to the track over the course of the weekend. We had a great turnout of Shelby cars, both old and new. It's good to see the new cars out there on the track keeping the Shelby tradition alive. Eight or nine 2007/08 Shelbys, both GTs and GT500s, were out on the track. One particularly beautiful car was Ken Boone's bright red 40<sup>th</sup> Anniversary Super Snake (and he wasn't shy about driving the car hard). Turn to page 3 for more pics.



Vintage race prepped 65 Mustang of Greg Taylor

## \* \* \* \* 2008 Car Show – September 6<sup>th</sup> \* \* \* \*

Los Angeles  
Shelby American Automobile Club



Fourth Annual Tony Sousa Memorial Car Show  
September 6th, 2008

Our annual Tony Sousa Memorial Car Show will again be held on the historic Santa Monica Pier. There will be first and second place trophies awarded in all classes, as well as a best of show trophy. All registrants will get an event t-shirt and dash plaque featuring the artwork to the left. And as a bonus, this year's show will feature an entire day of beautiful California sunshine according to the Farmer's Almanac! Really.

As of this writing, we're well on our way to reaching our limit of 100 cars. It's likely registration will fill up prior to show day so if you're thinking about attending, don't wait too long to send in your registration or you may get left out. If you need a registration form, go to our website, [www.LASAAC.org](http://www.LASAAC.org).

## \* \* \* \* Fall Open Track – September 27 & 28 \* \* \* \*

Event applications for our fall track weekend have recently been dropped in the mail. As always, you can expect lots of track time for the cheapest entry fee you'll find for a full weekend event – just \$195 for club members. Instructors will be available as well at no extra charge. Need an extra application for a friend? Go to our website, [www.LASAAC.org](http://www.LASAAC.org).

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## Club Positions

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			Video Production/ Entertainment	Manny Samaniego	(310) 392-8161

### Treasurer's Report

Cash in bank, December 31, 2007		\$7,163.48
Add: Cash received:		
Membership dues	1,687.00	
Open Track	11,372.00	
Car Show	1,215.00	
Merchandise sales	<u>190.00</u>	
		14,464.00
Less: Cash disbursed:		
Newsletter costs	608.36	
Holiday Party	12.96	
Open Track	12,419.48	
Monthly meetings	311.39	
Postage	276.84	
Membership Expenses	196.30	
Car Show	<u>392.68</u>	
		<u>14,218.01</u>
Cash in bank, June 30, 2008		<u>\$7,409.47</u>

### From the Editor

Wow, summer is almost over! As a kid growing up, I remember every minute of the last couple of weeks of August was to be cherished. Soon the freedom of summer would be a distant memory, replaced by the every day grind of school. Unfortunately, today there are no 3-month summer vacations.

This September though, there's a lot to look forward to. Preparations for our car show are in full force and the last weekend of September will bring another trip to Willow Springs. And the weekend before that, I'll be making a pilgrimage back to New York City to visit the hallowed grounds of Yankee Stadium and attend the last game to be played there before they Yanks move into their new stadium next year. Somehow I don't believe my nieces and nephews are looking forward to this September as much as I am!



Chris

### MEMBERSHIPS – NEW AND RENEWAL

If case you haven't done so yet, just a little reminder to please send in your membership dues for the year. And if you can remember if you paid them, drop me a line and I'll let you know. As a club member, you'll enjoy discounts on club activities such as our annual car show and Streets of Willow open track weekends. And remember, dues are only \$28 per year and pay for the cost of maintaining the club website, producing and mailing these fine newsletters, pizza for our monthly meetings and of course our big holiday party at the end of the year. Please fill out the membership application on the back page and be sure to update all the requested information. **New members get a free t-shirt** so don't forget to circle your size. And if you know someone who ought to be a member, please urge them to join the club. Thanks for your support!

Photo credits in this issue: Bill Kelly, Randy Richardson and Chris Bollinger

**April Open Track Weekend in Pictures**



Bill (or Mike) Kelley's 66 fastback being chased by Paul Franks in his 08 GT500



Roger Peiken leads Michael Magers down through the esses



Vintage Porsche of Jim Beardsley



Ken Boone's 07 Super Snake on the bumper of Chris Klinger's Acura NSX



Thomas Gustafsson in his 66 GT fastback



Bob Brann and his 08 Shelby GT



Buckley Closson in his 95 Lightning (which has Joe Risk provenance!)



Bill Kelley's 4-speed 63 1/2 Galaxie has tri-power 406 motor-vation

Last November a group of club members purchased a table at the Carroll Shelby Tribute Dinner held at the Petersen. There were a lot of great names in attendance with a number of them sharing stories and insights about their association with Shelby back in the day. There were also a number of significant Shelby automobiles brought out for everyone's enjoyment. Noted automotive journalist and club president, Randy Richardson, wrote the following article recapping the night's events.

## **AN EVENING WITH CARROLL SHELBY PETERSEN AUTOMOTIVE MUSEUM**

Thursday November 8, 2007

By Randall Richardson

On November 8, 2007 the Petersen Automotive Museum and the Checkered Flag 200 hosted an evening with Carroll Shelby, the legendary Texan who rose from bankrupt chicken farmer to automotive superstar. Over the years he's proven himself as a self-taught, no nonsense entrepreneur of excellence, seeing the name "Shelby" become an American icon and motorsport legend known throughout the world, perhaps the automobile world's most famous, indefatigable name and image of all time.

The evening's event was spearheaded by Checkered Flag member Tom McIntyre, who also organized several of the Petersen Museum's tributes including Riverside Raceway, Cam-Am, Trans-Am, Parnelli Jones and Phil Hill. Renowned automotive Master of Ceremonies Dave McClelland eloquently hosted the evening's events, which began with a live auction featuring racing memorabilia of posters and pictures, with the funds raised for the Petersen Automobile Museum Foundation.

In the 1950s, Shelby craved a name for himself, racing the era's most wicked Ferraris and Maseratis. Shelby raced in Grand Prix cars and later won the 24 Hours of Le Mans in 1959 with Roy Salvadori in Austin Martin's DBR1. Opportunity forever being Carroll's cohort, he turned Charles Hurlock's AC roadster into what he once dreamed he'd call it—"Cobra". Steadfast, "Ol' Shel" built his 289/427 Cobra roadsters and Daytona Coupes, as well as GT350 and GT500 Mustangs. Shelby ran the Ford GT40 racing program, finishing 1-2-3 at Le Mans. Later in his career Shelby did prototype work on the Viper, and then drove one to pace the Indy 500 less than a year after his overdue heart transplant – a life crisis motivating him to create the Carroll Shelby Children's Foundation. Today he's unveiled a new Ford Shelby Cobra, while showrooms offer the 2008 Ford Mustang Shelby GT, GT500, GT500KR and the Super Snake Mustangs.

There was a long list of racing personalities in attendance including, Tony Adamowicz, Bob Bondurant, Bill Edgar, Dave Friedman, Allen Grant, Dan Gurney, Jim Hall, Parnelli Jones, Bill Krause, John Morton, Bill Neale, Don Prudhomme, Phil Remington, Lew Spencer and the Queen of Motorsports Racing, Linda Vaughn.

Several personalities spoke during the evening and shared some of their experiences and thoughts of Shelby of more than 50 years. Bill Edgar talked about Shelby's involvement with his father, John, when he built Riverside Raceway. Bill Neale told some inside stories of Terlingua, Texas, chili cook offs, a personality named Father Duffy and Jack Daniels Whiskey all encompassing the same weekend. Allan Grant used to work at Shelby American and raced his own Cobra. He talked about how he would dyno the new engines and then select which one he wanted for his own Cobra. Bill Krause talked about how "winning was everything, because we did not have any money". Bill recounted how he had driven Max Balchowsky's "Ol' Yeller" on the street to the Elkhart Lake Raceway for Shelby to race at the track. Shelby broke the transmission during the race and Bill was afraid to tell him he earlier drove the car hundreds of miles to the track. Krause was the first factory team driver and drove the first race entered by a Cobra at Riverside Raceway. Afterwards he went to work for Mickey Thompson and Chevrolet. After Shelby won the World Championship, Chevrolet stopped racing and Bill found himself out of a job.



Carroll Shelby and friends



John Morton recalled how he started out at Shelby American sweeping the floors and ended up racing Cobras for Shelby, one of John's races he shared driving chores with Ken Miles in a 427 Cobra. John also drove Shelby's Daytona Coupe at the Monterey Historics in 1999. Parnelli Jones talked about winning the Times Grand Prix at Riverside in a King Cobra Cooper with a Ford motor and also about the Firestone/Goodyear tire wars involving Parnelli and Carroll.

Bob Bondurant talked about his win at Le Mans with Dan Gurney in a Daytona Coupe and a GT 40 along with several of his other races in Cobras. The King of Riverside, Dan Gurney talked about how the Cobras were a "pure fun car

to drive with their big tires and brakes and 289 American Thunder". Gurney recalled the Targa Florio with its 42 mile laps with over 900 turns to remember. The top of Gurney's career was his win in the Belgium Grand Prix in his All American Racers build Grand Prix car. Gurney assisted Shelby in 1964 in building an AAR Indy car for Goodyear Tires to return to the Indy 500.



Don Prudhomme received a loud welcome when he came to the stage, misstating that he probably did not belong in the crowd of road racers. Don raced for Shelby in his Shelby Super Snake Drag Funny car, racing at Lions Drag Strip on Goodyear Tires. Don recalled the first time he saw Carroll at the Goodyear Tire Dealership in Gardena. Don and a friend of his were having a set of drag slicks mounted when Carroll drove up in a Lincoln Continental with a beautiful girl as his passenger. Carroll got out of the car and called Don over to talk to him. After a brief conversation Don walked back over to his friend and told him, "That is the coolest guy I've ever seen". Don acknowledged the excitement of road racing but added his perspective on drag racing, "Once you get the 330 MPH rush ..... it lasts a short time, but it is a thrill".

Jim Hall recalled how his brother loaned money to Shelby in the 50's in Texas to open a sports car dealership. Even after the dealership failed Jim said Carroll was a great example, both good and bad. Jim learned how to go after things from Shelby. They had a parallel but diverse career building cars, Hall with Chevy and Shelby with Ford. Hall said he was a beginner and Shelby was a professional. Phil Remington talked about how Jim Hall was their best competitor, making them work harder to beat the Chaparral's. Phil picked on John Morton a little bit by saying how John was hired to sweep the floors and one time Phil had to test a fire safety system so they put John in the car and set the system off. John came out all white from the system but it proved that it worked. Since leaving Shelby American, Phil has worked for Dan Gurney and the All American Racers for over 38 years.



Finally Carroll Shelby got up to say a few words to all of the people who came to honor him. Shelby said he was lucky to run into Phil Remington and so many other talented people that made up Shelby American. 80% of what they did was from luck and that "you only do things with people". At that time they had 62 employees and Shelby publicly thanked them for all that they did. On January 11, 2008, Shelby will be turning 85 years old and he is still going to work each day building American horsepower. Shelby honored both Wally Parks and Bob Petersen stating "They are two people who filled the room more than Carroll Shelby".



As part of the event there were twelve race cars on display that represented the best of vintage Shelby American. Included in the display was Lynn Park's Cobra 289, Jamey Mazzotta's Cobra Comp 289, Anthony Boosalis' Cobra Comp 427, Rob Walton's Cobra Daytona Coupe, Drew Serb's Cobra Dragonsnake, Tom Malloy's Shelby GT-40 MkIV, Bruce Meyer's Shelby GT350, Phil Gallant's Shelby Trans Am Mustang and Larry Bowman brought four Cobras from his extensive automobile collection, Cobra Comp 289 USRRC, Cobra Comp 427, Shelby GT350 R Comp and King Cobra Cooper.



The Petersen Automotive Museum has held many tribute events that have been of great interest to the vintage automobile enthusiast. The venue is ideal for these tributes and the honored guests and attendees make these tributes truly unique. It allows the audience to meet face to face with motorsport legends and the individuals behind the scenes them made motorsport history.

In March, our intrepid club president accompanied Mike Eisenberg and his associated vintage racers to Florida for the Sebring 12 Hours race which was also featuring a historic Trans Am race as part of the week's festivities. The weekend prior to the race, the Trans Am group disrupted the idyllic Ritz Carlton setting to attend the annual Amelia Island Concours d' Elegance. Randy's report...

## ***HISTORIC TRANS AM SEDANS RETURN TO SEBRING AFTER A 35 YEAR ABSENCE***

**By Randall Richardson**

The Sports Car Club of America (SCCA) ruled American road racing in the 1960's and saw great potential in the inexpensive compacts with sporty bodies that car manufacturers were developing. With the Mustang and fastback Plymouth Barracuda on the road and more soon to come, SCCA created a "Trans-American Sedan" pro series. It debuted on March 25, 1966, as a four-hour prequel to the Sebring 12-hour enduro. Bob Tullius put in an impressive run with his 4.4 liter V8 Dodge Dart against the Barracuda's and the Mustang of Parnelli Jones winning first in the over-2-liter class.

1967 saw the ponycar wars explode with debuts of GM's Chevrolet Camaro and Pontiac Firebird, a new Plymouth Barracuda and a Mustang based Mercury Cougar. Jerry Titus won four races in his Mustang, Peter Revson scored two wins and Dan Gurney and David Pearson one each in Cougars. Mark Donohue won three in Roger Penske's Camaro, and Tullius took one in his Dodge Dart.

1968 began with the annual Daytona 24-hour enduro serving as the season-opening Trans-Am race. Jerry Titus and Ronnie Bucknum co-drove for a Mustang win but then the Penske/Donohue Camaro knocked off eight straight wins to clinch the championship for Chevrolet. Titus took one and Horst Kweck another for Ford, then Donohue won two more in his Penske Camaro. AMC joined the fight with its new Javelin with Revson and George Follmer.

Ford could not afford to keep getting beat up by Chevrolet and they fielded two factory teams for 1969. Peter Revson drove a Shelby Mustang and Parnelli Jones and George Follmer got Bud Moore prepared Mustangs. Jones won two with Follmer and Posey winning one each for four wins for Ford. Donohue won six of the last seven and Bucknum's Camaro won another for a total of seven wins for Chevrolet, winning its second straight crown.

1970 was spectacular. 224,000 spectators came to 13 events in 1969 and the series had an unprecedented surge in factory interest and money. American Motors purchased Penske and Company to make the Javelin a winning race car and Penske predicted that the Javelin team would have seven victories. Chevrolet had the newly styled 70 ½ Camaros and Firebirds but without the winning Penske/Donohue combination. Jim Hall campaigned the Chaparral Camaros with drivers' Ed Leslie, Vic Elford, Joe Leonard and Hall himself. There was also the Owens Corning Camaro team of Tony DeLorenzo and Jerry Thompson as independents.

Ford was counting on the Bud Moore Mustang effort with Jones and Follmer. Pontiac had Titus and Craig Fisher, and AMC had Revson backing up Donohue. Gurney fielded the Swede Savage Barracuda and a new Dodge Challenger for Posey.

It would be the most fearsome field of well-financed teams and talent any American production-based road racing series had ever seen. After the tire smoke, dust and body parts settled, the championship belonged to Ford with five wins from Jones and one more from Follmer. The Penske Javelins with Donohue took a trio of victories for a second place finish again. Elford scored one win for the Chaparral Camaro and Minter another one with his Camaro.

1971, emissions, safety bumpers, costs; everything was swelling and there could only be one champion. All of the big manufacturers dropped out, except for AMC. AMC wanted the Trans Am title in the worst way. AMC's redesigned Javelin was prepared in Penske's shop for the new season. Donohue's Javelin won the rain-soaked season opener at Lime Rock with ease over second place Tony DeLorenzo's Mustang and Warren Agor's Camaro. Donohue won six more events; Follmer took two wins and five seconds for the Bud Moore Mustang team, then switched to a Roy Woods Javelin and won the final race for AMC, which won its long coveted factory title.

The intense factory rivalries were gone, but there was great racing behind Donohue and Follmer. The cars still looked like the ones the spectators drove to the race tracks with the same hard driving, body rubbing, and macho appeal that made the short lived series so alluring.

### **March 12, 2008, the Original Cars Are Back On The Track at Sebring 35 Years Later!**

Sebring International Raceway is America's premier sports car racing facility. Nestled among the orange groves and cattle ranches of central Florida, it is the oldest permanent road racing track in North America, evolving from a World War II air base. Thousands of race fans from around the world come to witness the historic 12-hour classic enduro staged on the third Saturday in March. An additional

unique event was the Historic Trans Am Group running the ORIGINAL Trans Am cars raced from 1966 to 1972. Javelin, Mustang, Camaro, Challenger, Barracuda, Dodge Dart, Cougar and one lone Falcon descended onto infamous Sebring race way on March 12, 2008, with the thunderous roar of the past. Contemporary race cars do not produce the high volume and intense sound that emits from these light, athletic, small block ponycars that gravitate toward "road" racing courses that dive and climb with twisted turns leading left and right.

Once one of these powerhouses ignites, a passion begins to cultivate deep inside and draws people toward the sound. This overwhelming feeling and emotion is why spectators come to Sebring to begin with. Upon seeing and hearing these Trans Am cars from the past, hunkered down, fenders bulging to cover the massive tires and 3" open headers fed by multi-venturi carburetion, you quickly understand why 35 years ago these race cars were so overwhelmingly captivating.

On March 9, 2008, the previous week end, over 35 Historic Trans Am race cars were displayed at the 13<sup>th</sup> Annual Amelia Island Concours d' Elegance at the Ritz-Carlton in Florida. Guest of Honor Parnelli Jones won five Trans Am races in 1970 in a Mustang giving Ford the manufacturer's bragging rights with their first championship. Ken Epsman and Tom McIntyre organized the west coast Historic Trans Am group and rallied the current owners of these exclusive race cars to temporarily abandon the race track and instead participate in a static display.

Overlooking the expansive golf course in front of the Ritz-Carlton was an impressive assembly of late 60's and early 70's performance machinery. However, as part of the incentive to display these cars during the Concours d' Elegance was the opportunity to race at Sebring International Raceway the following week before the 12-hour Sebring Enduro. Several of the Trans Am race cars won significant awards for their efforts, Vic Edelbrock's Smokey Yunick 1968 Camaro, Bruce Canepa's 1970 Penske Javelin and 3 Dog Garage's 1967 Dan Gurney Cougar won Amelia Awards. The Continental Historic Racing Association Trophy for Most Outstanding Race Car went to Tom and Susan Armstrong's 1968 Sunoco Penske Camaro Z-28. And Tom McIntyre's 1968 Sunoco Donohue/Penske Camaro won the Autoweek Award for the Most Historically Significant Trans Am. McIntyre's Camaro won 10 of the 11 Penske Trans Am wins in 1968 with Mark Donohue driving.

On Tuesday, all of the Trans Am cars arrived at Sebring International Raceway for the second portion of their journey. All of the Trans Am cars lined up in two rows in the pits in preparation of their race on Friday. Famous race car drivers with the names of Jones, Gurney, Revson, Posey, Follmer, Donohue, Hall, Savage, and Titus had all previously raced the cars that sat in the pits. Faithfully restored to their absolute authenticity, there is little doubt that these cars honor one of the most exciting racing series ever. These are the cars that raced during the 60's and 70's and they are magnificent.

Friday's race saw 24 Historic Trans Am race cars paired up for battle. These cars may be beautifully restored but the emphasis is on performance; they were raced hard in the past and they are raced hard today. Andy Boone jumped out in the lead with his Swede Savage/Dan Gurney AAR 1970 Barracuda, with Jim Hague in the Penske/Donohue 1971 Javelin, Jim Halsey in the Dan Fury 1970 Boss 302 Mustang and Tomy Drissi in his 1967 Dana Chevrolet/Gulstrand 1967 Camaro Z-28 right behind him. Tomy Drissi was the only driver that was familiar with Sebring's 3.7 mile 17 corner course. Drissi previously raced in the now defunct Trans Am series and currently races a World Challenge GT Corvette. The rest of the drivers got to drive around the circuit in minivans before practice.

Driving Boss 302 Mustangs were Terry Brookheimer in Parnelli Jones' 1970 Boss 302, Brian Ferrin in George Follmer's 1970 Boss 302, Vic Edelbrock in another George Follmer 1970 Boss 302, and Michael Martin in the Gary Mathew's 1970 Boss 302. Driving Fords were Gary Goeringer in his 1968 Mustang, Terry Underwood in his 1967 McComb/Shelby Mustang, Chris Liebenberg in his Dan Gurney 1967 Cougar, Dan Walters in a 1966 Shelby Mustang, Allen Denson in his 1966 Mustang, and Jan Nelson in his 1966 Shelby Mustang. Nelson purchased his Mustang in the 70's and has raced all over the country. Co-owned with Frank Dobias, their Shelby is #6 of the 16 race prepared Shelby Trans Am cars built in 1966 and originally driven by Ray Cuomo and Paul Richards.

One of the most attention getting Ford Trans Am cars was Michael Eisenberg's 1963 Falcon. Originally driven by James Taylor, this is the only 1963 bodied Falcon to race in the Trans Am series. It competed in the Marlboro 12-hour and the September 10, 1966 Green Valley 6-hour. It was fully street legal and driven to every event. The car was race prepared in 1966 with parts purchased from Shelby American.

From the Chevrolet arena was the significantly historic 1968 Sunoco/Penske/Donohue Z-28 of Tom McIntyre, John Linfesty's Leigh Gardner 1968 Camaro, Ron Tribble in his Warren Fairbanks 1967 Camaro Z-28, Ed Dwyer in his Warren Agor 1970 Camaro, Stephen Sorenson in his Laurel Racing 1970 Camaro and Ken Adams in his 1968 Camaro. Mike Eddy drove Ken Epsman's 1970 Dodge Challenger that was originally driven by Sam Posey. Gary Underwood, in his Hillsdale Dodge 1967 Dart, filled out the field.

The thunderous clamor projected across the airfield as these historic race cars hustled around Sebring's 3.7 miles, sliding sideways around each curve, bringing the spectators to their feet in amazement of the drivers' skills. They quickly realized that these were no parade laps; these guys were racing their cars to their limits. Boone, Drissi, Hague, Halsey, Terry Underwood, Goeringer, Ferrin and

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Eisenberg began to pull away from the pack, leaving another heated battle in the middle of the bunch. Drissi displayed his professional driving skills by moving to the lead with Boone and Hague making him work hard for first position. Boone and Hague swapped the lead with Drissi as all three of them utilized dissimilar lines through the turns. Eisenberg surprised everyone with his run to the front in his 1963 Falcon. What he lacked in braking with four wheel drum brakes he made up with light weight and driving skill. Eisenberg was in the perfect place to watch the others swapping the lead.

At the end of the race everyone prevailed, everyone was a winner. The drivers' displayed proficiency and skill while handling these remarkable race cars from an era when American road racing was a grueling force. The audience won because they were able to once again, relive the passion and excitement that enticed spectators to the races through out the 60's and 70's.



Mike Eisenberg's 63 Falcon



Gary & Terry Underwood's 67 Shelby Trans Am Mustang



John Linfesty's 68 Camaro (only because he's a club member)



**Upcoming Events**

Sep 6	<b><u>LASAAC's Annual Tony Sousa Memorial Car Show – Santa Monica Pier</u></b>	<b>10am – 3pm</b>
Sep 7	Belmont Shore Car Show – Belmont Shore (www.baycityrodders.com)	9am – 3pm
Sep 14	SCTA Land Speed Racing – El Mirage Dry Lake Bed (www.scta-bni.org)	
Sep 14	Long Beach High Performance Swap Meet – Veterans Stadium (www.toppingevents.com)	6am – 1pm
<b>Sep 16</b>	<b><u>LASAAC monthly meeting – Check Point Automotive, 3906 Grandview Blvd, LA</u></b>	<b>7:30 – 9pm</b>
Sep 18-21	Route 66 Rendezvous - San Bernardino (www.route-66.org)	
<b>Sep 27-28</b>	<b><u>LASAAC Streets of Willow Open Track Weekend – Willow Springs (www.LASAAC.org)</u></b>	
Oct 4	Christmas for Our Troops Car Show – Rolling Hills (www.rollinghillscovenant.com/carshow)	10am – 3pm
Oct 5	Throttlers Car Show – Burbank	8am – 2pm
Oct 5	Mustangs at the Queen Mary - Long Beach (www.bcmcmustang.homestead.com)	10am – 3pm
Oct 10-12	California Hot Rod Reunion – Famoso Raceway, Bakersfield	
Oct 12	Long Beach High Performance Swap Meet – Veterans Stadium (www.toppingevents.com)	6am – 1pm
Oct 19	Pomona Swap Meet – Fairplex (www.pomonaswapmeet.com)	5am – 2pm
<b>Oct 21</b>	<b><u>LASAAC monthly meeting – Check Point Automotive, 3906 Grandview Blvd, LA</u></b>	<b>7:30 – 9pm</b>
Oct 25-26	Cobra Club open track – Willow Springs (Lynn Park – 818.248.7446 or 818.790.0289 or www.cocoa.org)	
Nov 8-9	VARA Big Bore Bash – Willow Springs – (www.vararacing.com)	
Nov 9	Long Beach High Performance Swap Meet – Veterans Stadium (www.toppingevents.com)	6am – 1pm
Nov 18	<b><u>LASAAC monthly meeting – Check Point Automotive, 3906 Grandview Blvd, LA</u></b>	<b>7:30 – 9pm</b>

Check out [www.socalcarculture.com](http://www.socalcarculture.com) for more great events and cruise-in spots all over Southern California.

**MEMBERSHIP APPLICATION**

This club is dedicated to the preservation, history and enjoyment of the world championship cars made by Carroll Shelby. New members are always welcomed and ownership is not essential – enthusiasm is. Additionally, new members received a free club t-shirt. Annual dues are still only \$28.00. Your annual dues help cover the costs of newsletters, meetings, the web site and the holiday party. It also entitles you to discounts on our open track events and car show. Meetings are held the third Tuesday of every month at Check Point Automotive, 3906 Grand View Blvd in Los Angeles. Send your check payable to:

**Los Angeles Shelby American Automobile Club  
c/o Chris Bollinger  
1732 Walnut Avenue  
Manhattan Beach, CA 90266**

RENEWAL

NAME \_\_\_\_\_ NEW MEMBER

Preferred delivery method for newsletter – email  snail mail  T-SHIRT SIZE (circle one) M L XL XXL

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_ PHONE \_\_\_\_\_

COMMENTS \_\_\_\_\_

CAR(S) OWNED \_\_\_\_\_



[www.LASAAC.org](http://www.LASAAC.org)

c/o Chris Bollinger  
1732 Walnut Avenue  
Manhattan Beach, CA 90266



Rocco Gioffre in his 65 Mustang fastback chases Reid Jensen in his '97 Bondurant Mustang