

On the Road to CARRYOVER COUNTRY

– Peter Papademetriou

Let's begin the story in Texas in 1968. I moved to the Lone Star State after graduating from a college "back East," towing a trailer full of necessary stuff with my '65 Mustang notchback. I had previously owned a '56 Thunderbird and decided my next car would be a Shelby GT350. I spotted an ad in an issue of *Autoweek*, made a call, and agreed to buy the car, sight unseen. It was in Charlotte, North Carolina.

I flew to Charlotte to pick the Ivy Green GT350 with white LeMans stripes on the weekend of the Indy 500 and drove it back to Houston. 6S1754 had stock Magnum 500 wheels with plastic GT center caps and '65-style side exhausts. I discovered they were helpful in dealing with barking dogs that chased cars. Depress the clutch, pump the gas and the yapping canines were left coughing on the side of the road.



6S1754 had originally been sold by the Young Motor Company in Charlotte. The original window sticker shows the car listed for just a hair under \$4,900. I paid half that. License plate is "66-CBRA."



shelby american	
5501 N. Imperial Hwy. Los Angeles, Calif.	
1966 G.T. 350 powered by Ford	
67 350 FASTBACK COUPE	
Chassis No. <u>6S1754</u>	
282 C.I.D. High-Performance Engine	
High Rise Aluminum Intake Manifold	
Cast Aluminum Oil Pan with Special Baffles	
Cast Aluminum Valve Covers	
High-Performance Headers, Dual Exhaust System	
FCV Crankcase Vent System	
Shelby American Front & Rear Suspension Modification Package	
Special Heavy Duty Adjustable Shock Absorbers	
Quick Steering Modification & Simulated Wood Riemed Steering Wheel	
Steel Road Wheels (5) 8 x 14 with Chrome Lug Nuts	
Goodyear Nylon Tires (5) 6.95 x 14	
Over Size Rear Drum Brakes with Sintered Linings	
Calliper Disc Front Brakes with Special Pads	
Special Hood with Air Scoop & Competition Look Fins	
Side Air Scoops for Rear Brakes	
Rocker Panel Stripes & Identification	
Emergency Flasher, Buck Up Lightx	
Competition Seat Belts (Front), Rear Seat Belts...	\$ 4,928.00
FACTORY INSTALLED OPTIONAL EQUIPMENT AND ACCESSORIES	
Shelby Special Cast Aluminum Wheels	267.00
Folding Rear Seat	50.00
Borg Warner Close Ratio 4 Speed Transmission with Holley 715 CFM Center Pivot Float Carburetor	50.00
High-Performance Ford Automatic Transmission with Ford VV Carburetor	
Paint Stripes	
Brake Booster (Hydraulic)	
Transportation Charges	114.75
Preparation Charges	25.00
	\$ 4,879.75
SOLD TO: <u>Young Motor Company</u>	
<u>Corner of Stonewall & Toward St.</u>	
<u>Charlotte, North Carolina</u>	



The Cobra Caravan stopped in Charlotte on December 10, 1965 at Young Ford. Carroll Shelby is pictured outside of the dealership. Cars on display were likely carryover cars.

My business partner had a '66 Mercury Cougar, also Ivy Green, and coveted my GT350 because he wanted to have a "matched set." I started looking around for a replacement. I ran an ad looking for a set of '66 GT350 ten-spoke mags. This led to a call from Jack Chappell in Lubbock, Texas. He was a Vietnam vet who had advertised a white-and-blue 1966 GT350 in the February, 1974 issue of *Road & Track*. The car had 43,000 miles. Chappell drove the car to Houston and it was love at first sight. 6S129's blue stripes over white had me. Not only that but it had a set of aluminum ten-spokes. The deal was done. I bought 6S129 for \$3,850 and sold 6S1754 to my partner for the same amount so we could keep peace in the partnership. He had his matched set and also added a Sunbeam Tiger to his collection.

Researching the history of 6S129, I found that it had been ordered on November 21, 1965 and shipped to Muldon Motor Company in Pensacola, Florida. A week later they were invoiced \$3,547 plus \$214 for Shelby/Cragar wheels, \$30 for LeMans stripes, \$40 for a rear seat plus \$69.25 for freight (total was \$3,925). On March, 14, 1967 with only 66 miles on the car, Muldon replaced the brakes with standard Mustang linings and pads. I used the car as my everyday driver and the rear seat was helpful for carrying groceries and packages. The rear trunk inside door make it easy to carry longer items like lumber. We had a local group of Houston owners and we formed a Shelby club which included Panteras. We ran in gymkhanas and at Texas World Speedway and we had a great time.

Fast forward to 1984. I moved to New York City but 6S129 stayed behind in Texas. I settled in with a new wife and eventually a family and finally decided to bring her (6S129, that is) to Long Island. I flew to Texas and drove the GT350 back east, across the Mississippi; no trailer or co-driver. I drove into Manhattan and stopped at our apartment to grab a shower. I parked the car on the street in front of the apartment (try doing that today!). The next morning I drove to Long Island, where the car remains today.



Since then the car has received a few modifications. Some have described them as "sins" but I smile and remind them that it is, after all, my car. I had been lucky that I made a friend, Jimmy, in the Parts Department of Houston's Shelby dealer, Joe Myers Ford. He loved tracking down NOS parts in Ford's parts system. That's how I got a pair of Rotunda "bullet" mirrors (in the original box, SA part # C5ZR-17696-A) and an NOS wood steering wheel ('66 SA part # S2MS-3600-A) with the proper 1966 silver trim ring on the horn button. When Shelby ceased production in 1969, Jimmy gave me a bunch of Shelby memorabilia, including Cobra and Shelby American parts catalogs and... the pièce de résistance: an original Shelby American Hi-Performance Parts and Accessories sign. In 1969 it had no value to the parts department's manager. Unlike today.



I also picked up Cobra supercharger (SA part # S5MK-9101-A), a butt-spoiler and a set of Shelby/Cragar five-spoke wheels (SA part #S2MK-1007-C). The supercharger and wheels have not yet been installed on the car. Also on the "to-do" list is installation of an original FoMoCo AM/FM stereo radio and door panel speakers. I also added a front chin spoiler and gravel pan with an R-Model-style cut-out to improve radiator cooling.

6S129 is presently garaged in Long Island, New York, near Bridgehampton, which is the site of the former legendary Bridgehampton Race Circuit. The track is now the site of a golf club which carries a distinctly automotive theme. Before the track was officially closed I had the opportunity of getting out on the circuit. Paul Newman got his start there and back in the 1960s, Cobras and GT350s raced there often.

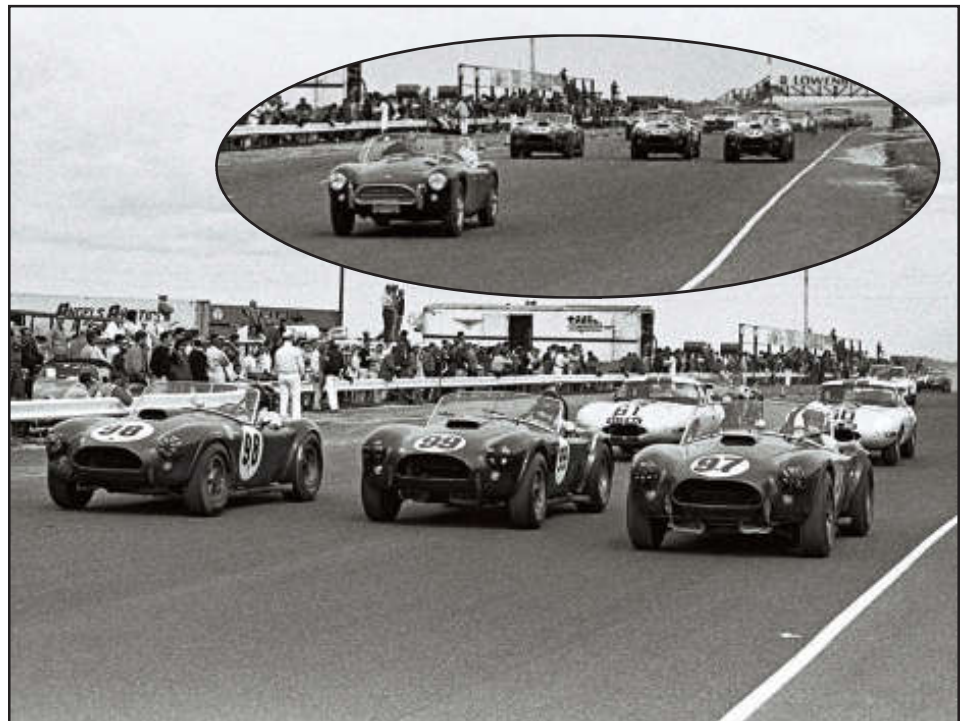


Like a number of other circuits, increasing real estate values overtook the worth of the race track as a business entity. People purchased property near a track because the proximity made it a bargain. Once homes were built close by, property owners began complaining about the noise and race weekend crowds and eventually succeeded in having the tracks closed. This was what happened with “The Bridge.” The track property was, at one point, purchased by automotive enthusiast Bob Rubin in an attempt to save the land from development, but he was not entirely successful. The golf circuit built on the property is laid out so the holes are offset from the original track layout.

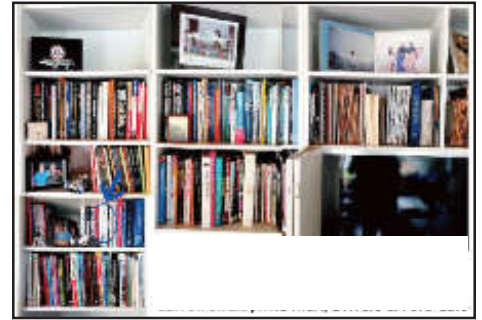
In 2015 the track’s centennial was celebrated by a rally in Bridgehampton. My son, Theo, like me a Skip Barber graduate, took the wheel of 6S129 for the Bridgehampton Centennial Rally and was its youngest driver. Event coverage was featured in a special edition of *The Southampton Press*. It was truly a bonding experience for us. The road to Carryover Country has brought me full circuit: Theo on a creeper while I walk us through a

Dan Gurney is one of my heros and I consider Bridgehampton as my “home track.” In a bit of serendipity, the above grille badge pays homage to both. The “99” represents the race number on the Cobra driven by Gurney in the 1963 Bridgehampton 500. Finding it was the result of never-ending searches on eBay. Once discovered, it was impossible not to purchase it. The appropriate place is on the grille of 6S129.

Haynes Restoration Manual, both of us looking in the rear view mirror at Shelby history as well as at the road ahead, behind the wheel of an awesome piece of continuing American automotive history.



Bridgehampton 500KM on September 14, 1963. A 289 Cobra was used at the race’s pace car [inset]. The top three qualifiers were car #98 (Ken Miles in CSX2129), #99 (Dan Gurney in CSX2137) and #97 (Bob Holbert in CSX2127). Gurney finished first in the 110-lap race, Miles was second, and Holbert went out with a broken half-shaft.



What's left, today, of the pedestrian bridge [top] across Bridgehampton's front straight provides a good photo op for a Bridgehampton fan. I'm getting my original copy of "The Cobra Story" autographed by Carroll [upper right] and Bob Bonduant at the Shelby American Collection gathering in 2006 in Boulder, Colorado. A portion of my Shelby library [below that]; every Shelby owner has one like this, either larger or smaller. It goes with owning one of these cars. 6S129 [right] with its NY State Historical Vehicle tags. The "Bridge" had a special event in September, 2016 which featured a handful of unique cars that were parked on the 8th and 9th holes of the course. Among them was 5R108, an R-Model driven by Pedro Rodriguez, a stunning '65 GT350, a couple of Cobras and an assortment of the usual Ferraris, Porsches and Jaguars.

