

MORE FACTORY PAPERWORK

If we can think of one thing that is likely to make a Shelby owner go *absolutely bonkers*, it's finding out that his car was 'owned' by Carroll Shelby. We use the word 'owned' as shorthand to mean that a particular car was in the company pool and was assigned to Carroll Shelby. In point of fact, Shelby had no need to actually own any of the cars he built. Any cars he wanted to keep were carried as company cars until such a time as Shelby American, Inc. was dissolved as a corporation. During any given production year, any one of a number of actual production cars might have been assigned to Shelby (or anyone else working in a managerial capacity at Shelby American - or Shelby Automotive, or the Shelby Racing Company, or any of the other companies tied to Carroll Shelby). As a rule of thumb, such a car was kept in the company pool until it had about six or eight thousand miles on it and then it was replaced with new car. The 'old' car was then sold as a used car. This, of course, means that there were a fairly large number of company cars over a production year. It also means that more than one could

have been assigned to Carroll Shelby... *Carroll Shelby's personal car* as it were.

As you might imagine, *documentation* is the magic word. We have managed to collect a fairly large amount of factory records in the past couple of years. Unfortunately, they are far from complete and they are not organized in any particular order. Any historian researching documents will tell you that one document offers only a picture of what it contains on the day it was written. A single document can not relate what happened over a period of time. For that, a complete set of documents is required because each is like a piece of a jigsaw puzzle. You can't see the whole picture until you have all of the pieces. However, having some of the pieces can help to show you the outline of the picture on the jigsaw puzzle... and they permit you to see certain portions clearly.

With this in mind, we bring you a list of Shelby American company cars that is dated July 31, 1967. This list is obviously complete (that is, there are no pages missing from it), but this is certainly not to say that these were the *only* company cars in

1967. These were merely the comparison of that date. We certainly wish we had copies of every such list that was ever printed. But we don't, so printing what we have is the next best thing.

We would like to think that printing the following list in *The Shelby American* would be documentation enough for most people. But we also realize that Shelby owners aren't like most people. If you are on this list and you would like a copy of the 'original' we have (with itself a xerox copy - and it was typed on a blank sheet of paper; no fancy Shelby American letterhead here...) just send a long, stamped self-addressed envelope to SAAC HQ (ATTN: 7/31/67 LIST) and we'll shoot you a copy. Just don't expect anything fancy because it's not.

The list contains 125 vehicles but you do not need to take up magazine space including all of the Galaxies, Firebirds, wagons, Mustangs, Thunderbirds, trucks, trailers and even Carroll's ski car. However, it's nice to know that we do have that information on file...

car	serial number	location			
Cobra	CSX2000	Shelby American, Inc.	GT500	67402F7A00718	G. Spears
Cobra	CSX2286	Shelby American, Inc.	GT500	67400F7A00751	Ray Geddes
Cobra	CSX2289	Shelby American, Inc.	GT500	67410F7A00782	J. Riddle
Cobra	CSX2589	Shelby American, Inc.	GT500	67410F2U00808	F. C. Keene
Cobra	CSX3015	Public Relations	GT500	67410F4A00828	Hal Bracken
Cobra	CSX3118	Engineering	GT500	67410F4A00833	R. Cramin
Cobra	CSX3303	Public Relations	GT500	67410F2A00848	George Merwin
GT40	1018	?	GT500	67402F2U00935	Carroll Shelby's son
GT350	5S451	Shelby American, Inc.	GT500	67402F2U00943	Carroll Shelby's son
GT350	6S295	Shelby American, Inc.	GT500	67402F2U00961	Pool Car
GT350	6S298	Shelby American, Inc.	GT500	67402F8A00978	Lyle Otteson
GT350	6S341	Shelby American, Inc.	GT500	67402F8A00991	Pool Car
GT350	6S361	Shelby American, Inc.	GT500	67412F9U01020	Al Dowd
GT350	6S1750	Shelby American, Inc.	GT350	67200F8A01075	Public Relations
GT350	6S2020	Shelby American, Inc.	GT350	67210F7A01108	Ray Geddes
GT350	67200F5A0003	Ray Geddes	GT500	67412F2A01183	Phil Remington
GT350	67200F4A0050	Public Relations	GT350	67210F4U01216	Jack Khoury
GT500	67411F9A0100*	Engineering	GT500	67412F2U01260	P. Pellorito
GT350	67210F3A0121	Engineering	GT500	67402F2A01283	Pool Car
GT500	67411H9A00131**	Engineering	GT500	67402F4A01328	J. Camp
GT500	67413C9A00139***	Engineering	GT500	67412F8A01338	R. Grim
GT500	67400F7A00173	Engineering	GT500	67410F2U01843	Engineering
GT500	67400F4A00254	Ed Casey	GT500	67410F9A01921	J. Riddle
GT500	67410F4A00320	K. Miller	GT500	67410 02057	Jim Riddle
GT500	67410F4A00326	Ed Casey	GT350	67210F0A02381	Engineering
GT500	67410F5A00353	Cleassen	GT500	67400F0A02396	Carroll Shelby
GT500	67410F8A00375	J. Kerr	GT500	67412 02401	R. Garland
GT500	67400F8A00383	Public Relations	GT500	67412 02452	Loaned To Ford
GT500	67410F8A00385	Ray Geddes	GT500	67403F4A02484	Engineering
GT500	67402F5U00425	D. Cunningham	GT500	67401 02520	D. Cunningham
GT500	67412F5U00433	Frank Martin	GT500	67411F4A02562	J. Randall
GT500	67401F7A00463	Engineering	GT500	67411F9A02613	Ken Miller
GT500	67402F7A00478	Randall	GT350	67212 02654	R. Holobough
GT350	67201F2A00522	Engineering	GT500	67411F0A02705	Edsel Ford
GT500	67410F4A00523	Beck	GT500	67411F9A02710	Ed Casey
GT500	67402F4A00543	W. Diaz	GT500	67411F9A02711	Jim Riddle
GT500	67402F4A00544	Engineering	GT500	67411F9A02712	Hike Pollem
GT500	67412F5A00563	J. Camp	GT350	67210F7A02766	Engineering
GT500	67402F5A00578	Law Spencer	GT350	67212F4A02828	Engineering
GT500	67402F8A00642	L. Rosier	GT500	67412F2A03173	Engineering
GT500	67400F8A00693	Hike Pollem			

*serial number as it appears on original list; should be 00100

**H indicates hardtop (notchback); car was called 'Little Red' and outfitte Paxton supercharger and black vinyl roof

***C indicates convertible; car was later given 1968 fiberglass;