

#53

YOUR SOURCE FOR NEWS & TECH FROM AROUND THE BLOCK



POWER BLOCK



Brad Keselowski

2012 NASCAR CHAMPION

INSIDE



RAPTOR CLONE

Gets some "GO" along with the "SHOW"



ONE OF ONE

Rarest Shelby on the Planet?



CUT YOUR LOSSES

Door replacement is sometimes better than repairing

56



COULD THIS BE THE RAREST SHELBY ON THE PLANET?

Built as a 1967, dressed as a '68. Painted 3 different colors, 4 different times. Escaped the crusher and is now worth millions.



CLEARLY CREATIVE 42

The MuscleCar guys show you how to add that special custom touch to your glass.

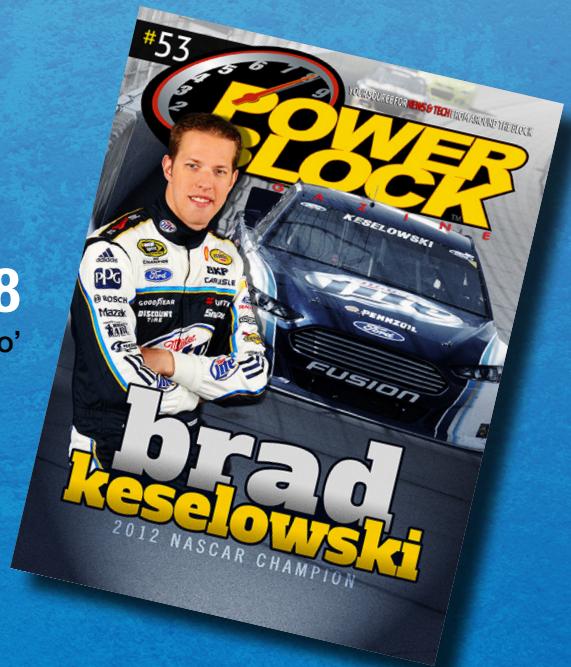


RAPTOR MOTIVATION 48

With a name like Raptor, you'd better make the 'go' match the 'show.' This clone gets its power from a blown 5.4.

ISSUE #53

2012 NASCAR Champ, Brad Keselowski pays the PowerBlock a visit .





Story by: Jessica Smith

Undercover '67 Shelby GT500

By the time you're finished reading this article, it's possible that something on this 1967 Shelby GT500 Convertible has been modified yet again.

And as you look at the pictures on the following pages, you probably think that's a typo in the year, or that it's wrong all together. But what you're really looking at is the one-and-only 1967 Shelby GT500 Convertible that was ever built.

Packing a 428 Police Interceptor with its two, four-barrel carburetors, the Candyapple Red convertible served a prototype for the '68 and was also assigned as Carroll Shelby's personal driver.

When Brian and Samantha Styles acquired the rare classic at an auction in 2009, it was apparent that the previous owner didn't realize its historical significance. The Shelby had been poorly restored, and the Styles decided to take on the daunting (and very expensive)





task of rebuilding it back to authenticity.

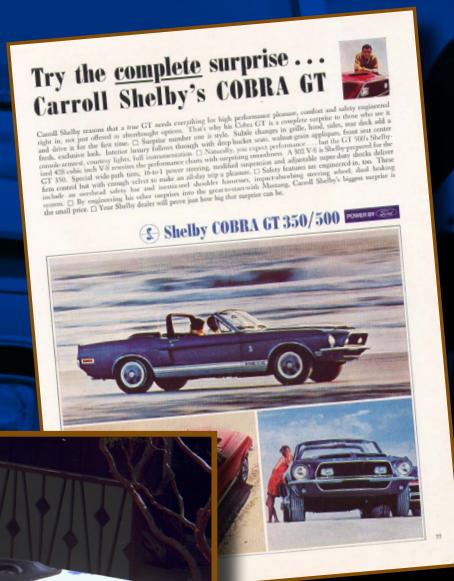
“Two-hundred years from now, will they remember the car, or will they remember us?” Brian Styles asked, not expecting an answer, but posing a question to emphasize the Shelby’s relevance.

A team of more than 50 people spent over a year collecting photos, conducting interviews and gathering research about the '67. The effort was named “Project Red Hot,” and taking the lead on the resto was Jeff Yergovich from R & A Motorsports.



Same car, different colors.

In order to promote the new Shelby styling for the 1968 model year, Carroll had this car painted multiple times to give the appearance of different cars.



• THE ONLY 1967 SHELBY GT CONVERTIBLE BUILT.

• THE ONLY DUAL-QUAD CARBURETED FORD MUSTANG CONVERTIBLE AND/OR SHELBY GT CONVERTIBLE BUILT.

• THE ONLY BIG BLOCK G.T. CONVERTIBLE BUILT BY SHELBY AMERICAN, INC.

• THE FIRST BIG BLOCK SHELBY G.T. CONVERTIBLE SERIALIZED AND BUILT.



1978

PRIVATE OWNER



1985

PRIVATE OWNER



PRIVATE OWNER

1994



1999

VOLO MUSEUM RESTORATION



PREVIOUS WHITE PAINT



ACAPULCO BLUE OVERSPRAY

2003



NOTE: '67 STYLING



2009



DANA MECUM



“Not a single nut or bolt on this car was touched until research was complete,” Yergovich said. “Everything was carefully done. We started with the sheet metal of the car, reconstructing it back to its original shape from every date code, from every stamp, every spot weld. We had photographs to work off of to duplicate all prototype fiberglass that was once handmade, hand laid and done one-off on this rare convertible.”

Yergovich said that once all the fiberglass was completed, the team was able to put on all the finishing touches, from old, rebuilt stock parts to the original style tires that were on the car.



• ONE OF TWO 1967 MODEL YEAR VEHICLES TO BE CLASSIFIED AS “1968 PROTOTYPES” BY SHELBY AMERICAN. (REF: IONIA MOVIE NOTES - JOBS YET TO BE COMPLETED IN CA). THE OTHER CAR WAS A FASTBACK, SN:0463.

- THE FIRST G.T. 500 TO BE FACTORY-EQUIPPED WITH THE CLOSED CRANKCASE EMISSIONS SYSTEM (SMOG). THOUGH ORDERED WITH IT, THE FIRST TWO BIG BLOCK CARS DID NOT RECEIVE IT.

“Parts that were 50 years old had to be restored to be part of this.”

To help document Project Red Hot, a website was created to track its progress. But any time a new piece of information was presented, whether it was a new photo of the emblem on the dashboard or a shot of the fuel filler cap, everything had to be checked against records and documentation to ensure its accuracy before changes were made.

And that actually happened quite a bit.

“Every time we thought we completed something, a new photo would show up, and we’d have to redo it,” Brian Styles said.



Though the restoration process was completed in January, the research on the '67 Shelby continues. Brian Styles said that he plans on touring with the car at museums across the United States, excited to share the history of this one-of-a-kind classic.

For more about the history, research and progress of the 1967 Shelby GT500 Convertible, check out...

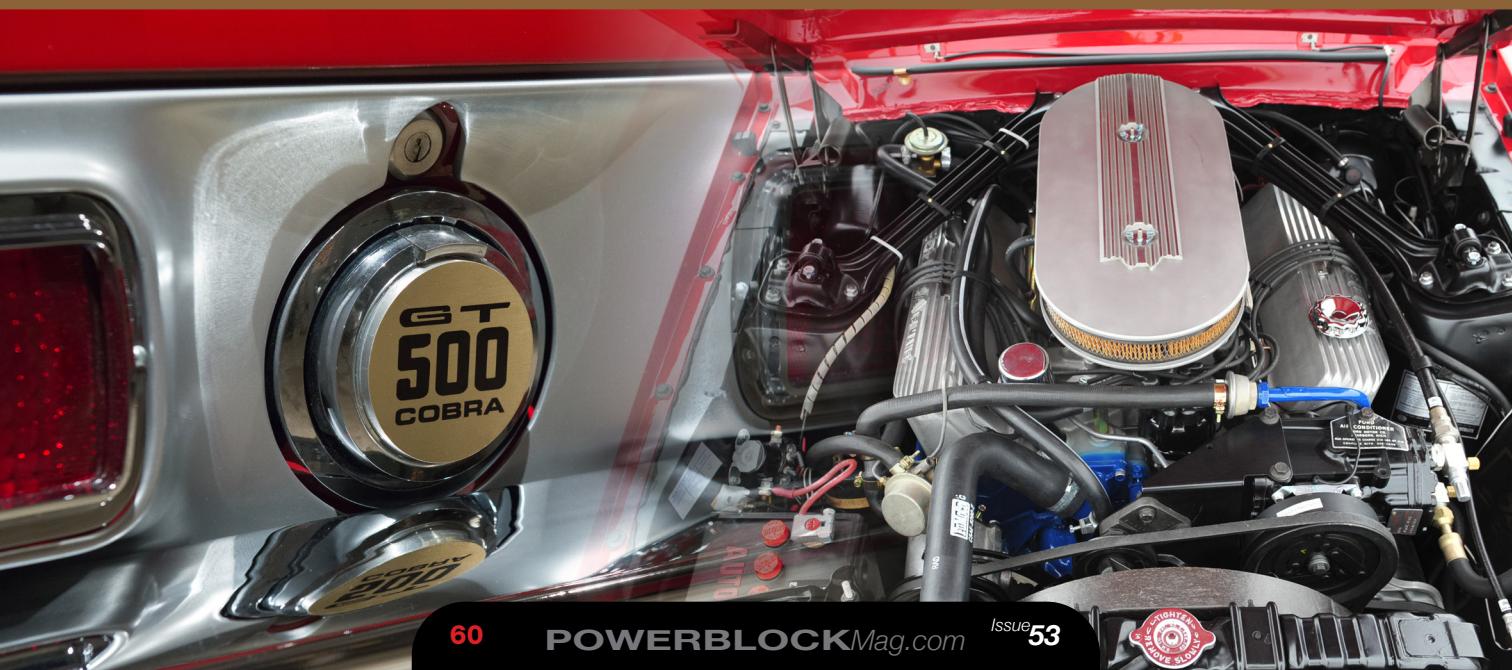
1967shelbyconvertible.com

- ONE OF, IF NOT, THE MOST PHOTOGRAPHED AND PUBLICIZED SHELBY GT CARS EVER BUILT. THIS WAS THE CONVERTIBLE SEEN ON THE COVER OF THE PRESS KITS, DEALER LITERATURE AND FEATURED IN EVERY PRINT AD INTRODUCING THE 1968 SHELBY MODEL LINE-UP.

• INITIALLY ASSIGNED TO CARROLL SHELBY AS HIS “PERSONAL DRIVER,” AND OFTEN LOANED TO FRIENDS, CELEBRITIES AND VISITING FORD EXECUTIVES. (REF: CSF VEHICLE INFO)



• RECIPIENT OF THE VERY FIRST FORD C-6 AUTOMATIC TRANSMISSION BUILT #000001.



- THE THIRD BIG BLOCK G.T. 500 TO BE BUILT. THE FIRST WAS 0100, A FASTBACK; SECOND WAS 0131, A COUPE AND THIRD WAS 0139, THE CONVERTIBLE.



SEE THIS VIDEO NOW AT:
POWERBLOCKMAG.COM



POWERBLOCK



CARROLL SHELBY
CHILDREN'S
FOUNDATION



December 4, 2003

Dear Grams Family,

While the events in question took place 35 years ago and our records are long disbursed, I believe this letter will help to further authenticate your 1967 Shelby GT500 convertible. This vehicle was ordered by Shelby American on August 16, 1966, as an experimental vehicle. It was the only one built other than a "notchback" (called "Little Red").

Preceding the VIN on the Shelby American tag are the letters "ENG," designating it as an engineering vehicle. Your Shelby GT500 convertible was designed and built with 1967 Shelby upgrades but it never went into production. We would consider this a "prototype" vehicle.

I used this vehicle from time to time, along with members of our company, especially public relations staff. Surviving records and memories indicate that, while it was on loan to a Ford Motor executive, the car was stolen. After it was recovered, it was re-fitted with 1968 Shelby and Mustang parts.

I am surprised that this vehicle still exists as, per Ford Motor Company policy, all prototype vehicles were to be destroyed (as was "Little Red"). I am without knowledge how it is that this GT500 convertible was not destroyed other than speculating that the theft of the vehicle may have disrupted the standard policy somehow.

Sincerely,

