

Classic Car News

Read All About It!

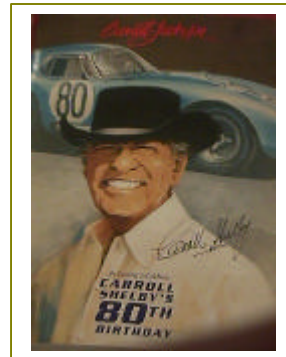


428 CJ Engine Cars Led The Pack r



**"Happy 80th Birthday Carroll"
Barrett/Jackson
through the Party**

**My quest to have
Carroll Shelby
autograph a 10 year
Old copy of a
Corvette Fever!
And Why?**



**Mr. Lance Coren Reports on The LA Auto
Show 2003!**

In this issue of the CC News:

It's My Opinion!

"Barrett Jackson Gala Auction"

***Future Classic Car News Coverage include
Russo Steele & AC Auctions, Future Classics***

A look at The SEMA Show

Watch Our Moving Banner For other Events We Will Cover

It's My Opinion!

by Tony Monopoli



Here's another Christmas card photo. The 1995 Christmas Card with lighted 1934 Ford displayed my AVM Auto Consulting Sign. As promised, you got another photo with the "It's My Opinion" Column. Visit us often at WWW.autoappraiser.info to read my words of wisdom or just to see another Santa shot. Recipients of my yearly Christmas card tell me their collecting them. Get--a----- life!

Now on to My Opinion! The auctions in AZ are considered the kickoff the Classic Car Season. Car lovers, buyers and sellers watch the results of the sale and look at it as the market indicator. Considering the issues that are still facing the world, I would have to say the market is still very strong. The only thing I can say is Wall Street Investor's of the Twenty First Century didn't take their Twentieth Century's counterpart's lead who jumped out windows. They took a better route and are jumping into the Collector car Market instead. I am sure my profound statement will be quoted. When you read it remember to tell all, who said it first.

In the Wow department—A 1970 Mercury X R 7 Convertible with a CJ 428 sold for \$45,000 plus the buyer's premium. The proof is in the pudding or in this case the Classic Car News Front Cover.

My Quest:

Heading to Scottsdale in January to attend the Barrett Jackson and Russo Steele Auctions is never less exciting. You would think a guy who attended the last 5 wouldn't get excited, but the 2003 auction got my adrenaline going as soon as the press release announced that The Barrett Jackson Auction would be honoring Carroll Shelby. Carroll Shelby celebrated his 80th birthday and Craig Jackson through him the Party.

I admit his being there meant I might be able to get Shelby to autograph an article I wrote about the Lister Corvette. The article appeared in Corvette Fever in April of 1994. I guess you are wondering why Shelby should sign an article about a Lister that appeared in a Vette Magazine?

That Corvette Fever Issue featured the New Corvette Lister for 1993. I was commissioned by the editor to write an article on the history of the Lister Company and the early Corvette Lister.

The Corvette Lister's that were featured in the article belonged to two Car-celebrities, Vic Edelbrock and Sid Silverman. Edelbrock is the owner of the after-market products company that bares his name. Sid Silverman is the editor of a Vintage Racing Publication that follows the sport.

Edelbrock's Lister is the red one of course. Red is synonymous with his company



In the process of researching the Corvette Lister the following facts got my curiosity. The Lister Company was a British company that built race ready, engineless chassis and bodies. The fact that they were configured with a long list of drivelines that included MG and Bristle power, which rang a bell.

When interviewed, Vic n Sid both mentioned that the West Coast Distributor was Carroll Shelby n John Hall. That rang another bell. Instinct told me that I should pursue an interview with Carroll. Prying his phone number out of anyone wasn't easy, but I got it and called his private secretary---- who advised me to send an outline of my questions for review. I thought YAH, but they faxed the outline back with Shelby's written answers. I was disappointed even though I understood how busy he was and how few interviews he gave. It wasn't quite what I had in mind, but the answers were what I expected. And probably way more than Carroll gave other Journalist.

The Article I wrote started by asking, "Can you name a British Sports Car that utilized an American drive-train and was sold by Carroll Shelby? If you think the answer is Cobra, guess again, it is Lister". My research uncovered the cars makeup, driver history and who sold them. Shelby and Hall were Western reps. Cunningham & Momo sold them in the East. Carstens handled the Pacific Northwest and Qvale covered San Francisco. The seller's common denominator was that they all had a racing background, but the similarities between the Lister and the Cobra made Shelby stand out in my mind.

My idea to go directly to Shelby with questions concerning the decision to use a Corvette Engine fulfilled my curiosity. His to-the-point-answers were undoubtedly Shelby, yes to being responsible for using the Corvette Engine--- and yes to the similarities of the Cobra and the Lister.

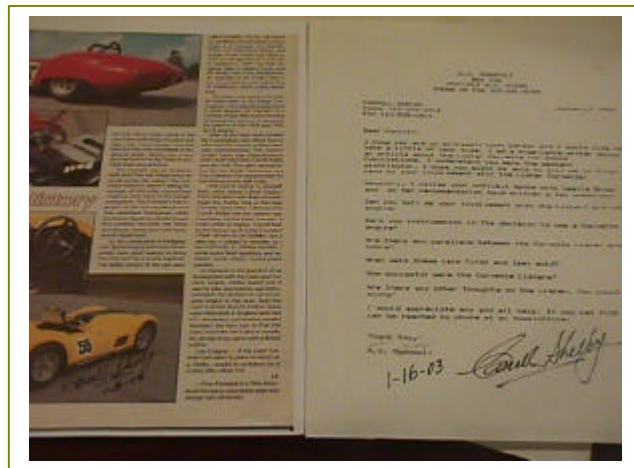
The thought of getting his autograph excited me. The opportunity to achieve this goal would take getting invited to the Barrett Jackson Gala “Carroll’s 80th Birthday Celebration”. Attendees had to be on an “A List” to be invited. Everyone was asked to leave the grounds early that afternoon. To get back in security had to have your name on the list and you had to show picture ID. Even my press credentials wouldn’t do, but I was determined and would not take no for an answer, so with the help from a friend I gained access.

I attended several Barrett Jackson Gala’s before that had celebrities in attendance, but none matched this one. Shelby was joined by legendary drivers Dan Gurney, Bob Bondurant, Parnelli Jones, Arie Luyendyk, Augie Pabst, Bobby Unser, Bobby Rahal and other celebrities.

The Gala included an auction of some one-off and commemorative Carroll Shelby memorabilia with all proceeds benefiting the Carroll Shelby Children's Foundation. I considered bringing my items to the Gala to be signed, but I realized that this was not the time or place. I was excited, but reframed from being over zealous about my needs. Shelby’s autograph meant more to me because it was a re-conformation of my beliefs and writings.

The last paragraph of the article pictured below tells it all. Just imagine-- if the Lister Corvette had taken its place in history as a Shelby, -----would its emblems be a Cobra with a Bow Tie?

The first thing the next morning, I went to a Shelby dealers display and asked if Carroll was going to sign autographs. They sent me to the Carroll Shelby Children's Foundation trailer. Tickets for his signing were available to those who made a \$25.00 donation to his Charity. It was a bargain considering the price signed memorabilia fetched at the Gala.



Shelby autographed & dated my faxed letter and article

My quest neared conclusion with my purchase of tickets, but my adrenalin level rose, as I waited and watched those before me having items autographed in their own pilgrimage. Glove box doors, model cars, photos, posters and other now to be keepsakes that were autographed by a living legend. Some of the smiles could relate to the added value of their newfound treasures, once one considered the amounts paid for similar items during the previous night at the Barrett Jackson--- Carroll Shelby 80th Birthday Celebration auction.

A Hublot Pink Gold Chronograph Watch Sold for \$10,000, A Francois Bruere Water Color dedicated to Carroll Shelby's design career sold for \$4000, a custom finished Fender guitar signed by Carroll Shelby sold for \$5500. Bob Bondurant High Performance Driving School donated a 1994 "Roush" prepared Mustang GT that sold for \$21,000. A Franklin Mint pewter miniature Shelby Cobra 427 S/C sold for \$3,100. A signed limited edition print of the first Cobra, two copies of Remember the Shelby Years signed by all the legends in the book, three signed Cobra popcorn jars, two Hot Wheels special edition 80th Birthday cars, a custom plaque "The Legend Lives", one 80th Birthday Mustang scale car, and a limited edition 40th anniversary Cobra lamb skin jacket with a Carroll Shelby signature inlaid on the left chest fetched \$8400 and it also included reserved seating for four guests to the Jay Leno Tonight Show. An Original Bill Neale oil sold for \$6500 and limited edition autographed lithographs of the oil sold for \$900 each. "God bless Craig Jackson". The Auction netted \$71,900 for Shelby's Foundation

To me his autograph means more than that, it was a conformation of a Historic Event. I believe that the article that I wrote uncovered Shelby History that was never written about before.

Shelby reads my Corvette Fever article while his wife and I look on:



When I sat along side Carroll and showed my fax and article, he said "yes, I remember your story, it reminded me about the Lister and that I commissioned 10 of them. The original correspondence that I faxed to Carroll was a summary of the interview that never materialized, so his response to my questions and article, gained credence with his signing.

Carroll created the **Carroll Shelby Children's Foundation™** in October of 1991. The charity is dedicated to providing assistance for acute coronary and kidney care for indigent children.

Funding for it comes from an annual charity golf tournament, chili cook-offs, and generous donations given in exchange for his autographs and through personal appearance fees. The national and regional Shelby American Automobile Clubs, the Shelby Mustang Clubs, and the Shelby Dodge Clubs all include the Foundation as an active participant and a beneficiary of their convention event proceeds. Go to **Carroll Shelby Children's Foundation™** at www.shelbychildrensfoundation.org, to find more information about the Charity and make donations. Look for the Foundation's trailer coming to an event near you.

The 2003 Greater Los Angeles Auto Show

by Lance Coren



The 2003 Saleen S7 street car (in silver) is one of the customer streetcar models that are being delivered to customers that have laid down their deposits. It is a true exotic car, built in

The Greater Los Angeles Auto Show is the first international auto show of the year and featured approximately two dozen World and North American Debuts. It occupied a space equivalent to 17 football fields and included almost 1,000 new cars, trucks, SUV's and crossover vehicles that filled the elaborate exhibits where marketing professionals provide insight into each vehicle. California accounts for almost 10 percent of the total vehicle sales in the U.S. The debuts included a BMW Z8

Alpina Roadster (with an automatic trans), along with a 2003 Chevrolet SSR pickup, a 2004 Maybach 57 (SWB), a 2004 Pontiac GTO (5.7L + 6-spd) and a 2004 Chrysler Crossfire. Of course, the 660 horsepower 2003 Ferrari Enzo (in scream out of here yellow) was displayed on a podium all by itself, with--camera flashes from the press occurring faster than a sequential race shifter.

With Los Angeles being both the car capital and entertainment hub of the world, it was fitting that Ford Motor Company featured a special tribute to James Bond and the Aston Martins he helped popularize. The exhibit featured examples of cars driven by 007 throughout the years including the legendary DB5 and V12 Vanquish from Bond's latest film – Die Another Day. The cars were displayed with all of their 'optional equipment', that were cleverly deployed in the action -packed films.

Also on display was an extensive array of auto accessories, performance products, vehicle enhancements and limited-production vehicles. It provided visitors with endless customization ideas for their cars, trucks and SUV's.



The equipment and accessories attached to this SUV, amount to over \$30K. Wonders never cease in the pursuit of having something that nobody else does in car land.

The show was as action packed as you could expect, with movie stars, recording artists and VIP's coming out for a special preview of the exhibits on the Friday night, prior to the opening for the general public. Arnold Schwarzenegger jumping up into a specially modified Hummer H2 and Jay Leno hopping into the Ferrari Enzo were sights to behold. Anybody want to see a celebrity race? Dates: January 4 – 12, 2003, at The Los Angeles Convention Center Complex.

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