

Shelby American Up Close And Behind The Scenes The Venice Years 1962 1965 2017

When Ford wanted to add some spice to its new Mustang pony car in the mid-1960s, it turned to the talented, colorful, and opinionated Texan Carroll Shelby, who was then building the high-performance, Ford-powered Cobra racing sports car. The result: the Shelby Mustang GT350, perhaps the definitive performance Mustang of the muscle car era. Ford released its newest Mustang in 2005, the first truly all-new Mustang since 1979, returning the model to the spotlight. The most-talked-about versions of the new Mustang have been those with the Shelby name. Shelby himself was directly involved in defining what is the most powerful factory-produced Mustang ever. This up-to-the-minute history from award-winning authors Randy Leffingwell and David Newhardt traces the Shelby Mustang story from the early Shelby American cars built in a converted airplane hangar in Southern California to the 2010 version of the new Shelby Mustang.

Shelby American Up Close and Behind the Scenes The Venice Years 1962-1965 Motorbooks

This book tells the complex saga of a sports car that was created in the early 1960s as a result of an unlikely collaboration between a plain-talking ex-racing driver from Texas and a conservative British automobile manufacturer, funded by one of the giants of the industry, the Ford Motor Company. Carroll Shelby, AC Cars, and Ford came together to create a car called the Cobra, based on the AC Ace roadster that had been in production since 1954. When the Shelby Cobra was created, it was far from state-of-the-art, but the use of a new series of Ford V8 engines saw the lightweight car annihilate the Chevrolet Corvette in American sports car racing. By adding aerodynamic bodywork, the Daytona Cobra Coupe arrived in Europe to contest the FIA World Championship and took victory in the GT category in 1965, making Shelby American the first (and only) USA-based manufacturer to achieve this feat. In order to capitalize on this success, even greater power was required and the car was developed to take a huge 7-liter engine that proved to be a triumph of horsepower over handling – thus the 427 Cobra became an overnight legend, establishing new performance records and creating a reputation for being more than a little tricky to drive. The era of the Cobra was brief – production ended at Shelby American during 1966 and at AC Cars in 1968 where they built their own final version, the AC289 Sports. Just over 1000 Cobras were built during that time but the final cars proved difficult to sell, their vintage qualities deterring potential owners. Carroll Shelby closed his company and went to Africa while AC developed other models, but the Cobra was not quite finished yet. Within a matter of a few years, a new market for the car was created as the demand for affordable kit cars grew. The most popular model by far was the Cobra and many thousands were built, with the result that both AC Cars and Carroll Shelby put their own versions back into production. And then the arguments really started... If it was an improbable car over forty years ago, it is even more implausible today, but the remarkable Cobra, in one form or another, is still with us. It may be dead, but it just won't lie down!

Here, studio photography emphasizes each car's distinctive shape, unique characteristics and mechanical attributes. The photography is supported by lively and authoritative chassis histories for every featured car.

Peter Brock spins the tale of the DAYTONA COBRA COUPES as only one of its original designers could. Detailing the personal rivalries & ambitions that resulted in a drive to beat the Europeans & their mighty Ferraris in GT road racing, this book tells the story of Carroll Shelby's band of hotrodders & their battle to win the 1965 World Championship, the first such title in history to be won by an American team in American cars. "We were just a bunch of hell-raisin', hard-drinkin' renegades tryin' to make somethin' happen" says Carroll Shelby in his foreword to the book. Happen it did & captured in striking action photography by Dave Friedman, the triumphs & struggles unfold in breathtaking sequence as they occurred. From spectator photos & his own private collection taken as official team photographer, Dave contributed over 500 black & white & 100 color photos. This is the story of the dedication, creativity & chemistry of the men who built & drove competitive race cars. It is the story of science & politics & perseverance. It is THE story of the Daytona Cobra Coupes. Order from Stauffer Publishing, P.O. Box 99, Blue Mounds, WI 53517. Phone (800) 328-2683. FAX (608) 437-4530. \$100.

Shelby Mustang details the entire story of these fantastic cars, from the early prototypes built in Shelby's Los Angeles shop to today's Ford-engineered high-tech performers. Written by one of the world's foremost authorities on Shelby automobiles, critically acclaimed author Colin Comer, and with a foreword by Lee Iacocca, the American automobile executive credited with the successful development of the Mustang, this is the definitive account of the Shelby. When Ford wanted to toughen up its super-successful new Mustang, they approached Carroll Shelby to give it the performance image it so sorely lacked. Beginning with a 1965 "K-Code" 289-cubic-inch-powered Mustang fastback, Shelby applied the same formula that had made his Cobra sports cars such devastating performers both on and off the track: more horsepower, less weight, balanced handling. The GT350 quickly established itself as a bonafide force in SCCA B-Production racing, twisting back roads, and boulevards alike—setting the course for future Shelby Mustangs, like the big-block GT500. Though those original Shelby Mustangs were done by 1970, Ford dusted off its Shelby relationship in 2006 and has been producing high-performance Ford Mustang Shelys ever since. This is a must-have read for any fan of American performance cars, whether you're a muscle-era original or a 21st-century stromer.

In the early 1960s, Carroll Shelby, a Texas chicken farmer turned champion race driver, had the audacity to think he could start his own car manufacturing company. To further emphasize the gargantuan proportions of his confidence, Shelby decided his company would manufacture nothing but ultra-high-performance sports cars, beginning with the landmark Cobra, introduced in 1962. To the amazement of everyone except Ol' Shel' himself, Shelby Automobiles succeeded beyond anyone's wildest expectations, building cars that would provide benchmarks for performance that stand to this day and winning world championships in the process. Shelby Cobra is a complete history of Shelby's

Cobra sports cars. It begins with the events that led up to Shelby's decision to build a high-performance sports car, continues with the story of the production Cobra street cars and racecars, and wraps up with Shelby's continuation cars. This special collector's edition includes new and updated material, with tributes to the late Carroll Shelby, poster-sized gatefolds with artwork by Hector Cadamatori, and framable garage art.

"Motorsports Literature At Its Best" By William I. Brown I bought this book purely on a whim having little idea who Phil Henny was. It didn't take completion of the first chapter before I realized I'd hit a gold-mine in automotive literature. It represents some of the best value in overall content and packaging of any motorsports book I've read, and I've been collecting and reading books about sports car racing for over 40 years. There are scant few memoirs out there written by the men who turned the wrenches, and a number of these frankly have little of substance to say- not so with Henny's book. With unparalleled access to the world of the great Carroll Shelby, Phil presents an engaging look at an incredible era in racing. To his credit, he doesn't gloss over any aspect of what he saw, either within or outside of Shelby's organization. His comments about drivers are particularly insightful. In many respects, this is as good if not better than the vast majority of driver memoirs or books by leading authors in the field (on par with Eoin Young, Anthony Pritchard, Dave Friedman, etc). Phil's just-released companion work about the great Bob Bondurant should make a welcome addition to the Shelby story. I don't mean it lightly when I say this is an absolute "must have" book if you're remotely interested in sports car racing from the 1960s (follow the purchase of "Just Call Me Carroll" with Phil's book on Bondurant if you wish a more complete picture of Bondurant's contributions to Shelby's successes against the might of Ferrari). The author Phil Henny Phil was born in 1943, in the village of Montagny près d'Yverdon in the French speaking region of Switzerland. In 1966, he joined the Shelby American racing team as a mechanic, in time to work on the 1967 Le Mans winning Ford MK IV driven by Dan Gurney and A.J. Foyt. His stories of the American racing scene and particularly the Shelby era are fascinating. There are scant few memoirs out there written by the men who turned the wrenches, and a number of these frankly have little of substance to say- not so with Phil Henny's book. With unparalleled access to the world of the great Carroll Shelby, Phil presents an engaging look at an incredible era in racing. To his credit, he doesn't gloss over any aspect of what he saw, either within or outside of Shelby's organization. His comments about drivers are particularly insightful. Fascinating and strongly recommended. They are hard-to-find books not generally available in the conventional book trade. Phil lives in Portland Oregon U.S.A.

Designer Peter Brock shares the story of how the stunning Shelby - De Tomaso P70 came to be. From the history of the Corvettes and Cobras in the USRRC starting in the Fall of 1962 to the Can-Am era.

In recent years, interest in the cars created by Shelby-American has increased dramatically. Good Shelbys are getting harder to find each year, and their values continue to rise dramatically. A.C. Cobras--with just over 1,000 made--are becoming impossible to find. The result is that clones have appeared of each and there is intense competition among replica owners to see whose replica will end up being most faithful to the originals. The book shows not only the originals, but also shows in detail the creativity shown by replica Shelby and Cobra owners in modifying their cars in an attempt to capture the spirit of the originals. Not left out are the replica Cobras and Shelbys sold by Shelby himself. Any enthusiast who reads this book cant help but be infused with the spirit and enthusiasm that pervaded the Shelby-American plant from 62 to 67--their five year vault from relative obscurity to fame and glory that persists 40 years later. Fords new 07 Shelby Mustang GT500--developed with Carroll Shelby back on board as consultant--is also covered.

Shelby American Up Close and Behind the Scenes brings you closer to the action than ever before with Shelby himself as he creates his iconic speed machines. Prepare for a ride like none other. In 1962 retired racing great Carroll Shelby was looking for his next big move. He'd started a racing school at Riverside Raceway in California, but he really wanted to build his own sports and racing car. He found a promising platform in the British AC Ace, and set about stuffing an American V-8 between the AC's dainty fenders.

Thus was born the Shelby Cobra. Shelby set up shop in Venice, California, later in 1962, marking the beginning of the classic Cobra era. It was a near supernatural combination of brilliant designers and wrenches, ever-faster cars, championship-winning teams and drivers, and sheer chutzpah. The Venice shop spawned the 289 Cobra, Daytona Coupe, 427 Cobra, Mustang GT350, Sunbeam Tiger, and more. Eventually the Venice facility could not handle the work, especially when Ford tapped Shelby to create a high-performance version of its new and wildly successful Mustang. Moving to a larger facility and the closer relationship with Ford seemed to diminish the fast and loose nature of the original enterprise. Some of the mojo was lost. Shelby American Up Close and Behind the Scenes takes the reader inside the Venice shop in the critical 1962-1965 period.

Author/photographer Dave Friedman was Shelby's official shooter, and he documented everything from Cobra construction to paddock wrenching to race wins. Shelby American Up Close and Behind the Scenes is an insider's look via Friedman's documentary photography and first-person stories from Shelby's key players. It's a must-have review of this critical period in both Shelby's history and the history of American racing.

Gold Portfolio signifies a premium edition in the Brooklands series. Packed with even more articles, photos, technical information, road tests, buying information and other great features on your favorite car. Detailed information includes: • Road and Track Tests • Specifications • New Model Reports • Performance Data • Racing History • Autokraft AC Mk. IV • 260 • Daytona • Mk.II 289 • Mk.III 427

NEW YORK TIMES BESTSELLER USA TODAY BESTSELLER NATIONAL INDIE BESTSELLER THE WASHINGTON POST BESTSELLER Recommended by Entertainment Weekly, Real Simple, NPR, Slate, and Oprah Magazine #1 Library Reads Pick—October 2020 #1 Indie Next Pick—October 2020 BOOK OF THE YEAR (2020) FINALIST—Book of The Month Club A “Best Of” Book From: Oprah Mag * CNN * Amazon * Amazon Editors * NPR * Goodreads * Bustle * PopSugar * BuzzFeed * Barnes & Noble * Kirkus Reviews

* Lambda Literary * Nerddette * The Nerd Daily * Polygon * Library Reads * io9 * Smart Bitches Trashy Books * LiteraryHub * Medium * BookBub * The Mary Sue * Chicago Tribune * NY Daily News * SyFy Wire * Powells.com * Bookish * Book Riot * Library Reads Voter Favorite * In the vein of *The Time Traveler's Wife* and *Life After Life*, *The Invisible Life of Addie LaRue* is New York Times bestselling author V. E. Schwab's genre-defying tour de force. A Life No One Will Remember. A Story You Will Never Forget. France, 1714: in a moment of desperation, a young woman makes a Faustian bargain to live forever—and is cursed to be forgotten by everyone she meets. Thus begins the extraordinary life of Addie LaRue, and a dazzling adventure that will play out across centuries and continents, across history and art, as a young woman learns how far she will go to leave her mark on the world. But everything changes when, after nearly 300 years, Addie stumbles across a young man in a hidden bookstore and he remembers her name. At the Publisher's request, this title is being sold without Digital Rights Management Software (DRM) applied.

This book primarily takes a close look at the Hugus-Shelby Cobra connection. In the early 1960s James Edward (Ed) Hugus personally financed the first seven production Cobras built since Carroll Shelby did not have the money or facilities for the project. Hugus ordered the first modified but unfinished Aces the A.C. Cars factory in England, and had his service department mechanics at European Cars in Pittsburgh, Pennsylvania install the Ford 260 engines and Galaxie transmissions, completing the cars for sale. Once Ford signed a contract for Shelby American Cobra production in Venice, California, Hugus still completed Cobras for distribution and sales to all points east of the Mississippi River. -- In his capacity as a driver, Hugus piloted the first racing Cobra (CSX 2001) in competition, and in 1963, the first Cobra (CSX 2142) to appear at Le Mans. -- Carroll Shelby may have had the Cobra dream but it was Hugus who stepped forward and made Shelby's venture a reality.

In the new edition of this classic text, Brian Laban brings the story of the AC Cobra up to date. In the early 1960s, a flamboyant Texan, Carroll Shelby, dreamed of a special kind of sports car, a marriage of European style with lusty, affordable American V8 power. He took his dream forward and he persuaded British sports car specialist AC Cars to build his car, and US industry giant the Ford Motor Co to fund it. Its name also came to him in a dream - Cobra. The original production of the Cobra lasted just five years and encompassed barely a thousand cars built within the original framework. But it was only the beginning of a story that is still very much alive, encompassing 'continuations', spin-offs, and a massive worldwide replica industry. Shelby and AC Cobra details the man behind the cars, the story of their development and engineering, racing pedigree and owning and driving these powerful, iconic cars today. Fully illustrated with 250 archive colour photographs.

Shelby Cobra Daytona Coupe tells the fascinating history of the Daytona Coupe version of Carroll Shelby's fabled Cobra with special focus on one of the six cars built. The fabulous Daytona Coupe, brutally purposeful in both looks and performance, was created to win the FIA World Sportscar Championship and duly did so in 1965, beating Ferrari in the large-capacity class – the category that really counted as it fired the public's imagination. The specific car covered in detail in this book, CSX2300, took part in five championship rounds (one in 1964, four in 1965) and played its part in Shelby American's unique team success. Truly one of the 'Great Cars', the Shelby Cobra Daytona Coupe is a most worthy addition to this acclaimed series of books. The expert text is supplemented by 300 period photographs, many previously unpublished, supported by a portfolio of commissioned special photography.

The Study of Plants in a Whole New Light “Matt Candeias succeeds in evoking the wonder of plants with wit and wisdom.” ?James T. Costa, PhD, executive director, Highlands Biological Station and author of *Darwin's Backyard #1* New Release in Nature & Ecology, Plants, Botany, Horticulture, Trees, Biological Sciences, and Nature Writing & Essays In his debut book, internationally-recognized blogger and podcaster Matt Candeias celebrates the nature of plants and the extraordinary world of plant organisms. A botanist's defense. Since his early days of plant restoration, this amateur plant scientist has been enchanted with flora and the greater environmental ecology of the planet. Now, he looks at the study of plants through the lens of his ever-growing houseplant collection. Using gardening, houseplants, and examples of plants around you, *In Defense of Plants* changes your relationship with the world from the comfort of your windowsill. The ruthless, horny, and wonderful nature of plants. Understand how plants evolve and live on Earth with a never-before-seen look into their daily drama. Inside, Candeias explores the incredible ways plants live, fight, have sex, and conquer new territory. Whether a blossoming botanist or a professional plant scientist, *In Defense of Plants* is for anyone who sees plants as more than just static backdrops to more charismatic life forms. In this easily accessible introduction to the incredible world of plants, you'll find: • Fantastic botanical histories and plant symbolism • Passionate stories of flora diversity and scientific names of plant organisms • Personal tales of plantsman discovery through the study of plants If you enjoyed books like *The Botany of Desire*, *What a Plant Knows*, or *The Soul of an Octopus*, then you'll love *In Defense of Plants*.

In the late 1950s, a young John Morton was transfixed with sports car racing. His dreams of competition eventually led him to enroll, in 1962, in the Shelby School of High Performance Driving. In a bold moment after the last class, Morton asked Carroll Shelby if he might come to work for the newly formed Shelby American. The answer was “Yes, here's a broom.” Thus ended Morton's college career and began his long racing career. Over the next three years, Morton would be a firsthand witness to the evolution of one of the most iconic sports car builders and racing teams of the 1960s. Inside Shelby American is his personal account of a company overflowing with talent, from designer Pete Brock to fabricator extraordinaire Phil Remington to drivers like Dan Gurney, Ken Miles, Bob Bondurant, and Phil Hill. The cars were equally captivating: AC Cobra, Mustang GT350, Ford GT, Daytona Coupe. In this book, Morton's story is intertwined with the memories of other Shelby staffers of the period, revealing through historic photography and an untold perspective the rousing story of America's most legendary racer and car builder. Ken Miles is one of the most famous sports car racers in history, and his time at Shelby American was the pinnacle of his career. Ride shotgun with Ken Miles through the twists and turns of Sebring, Laguna Seca, Riverside, and Le Mans as seen through the lens of Shelby American photographer Dave Friedman! The hiring of Ken Miles by Carroll Shelby in February 1963 initiated arguably the greatest pairing of driver/owner partnerships in the history of motorsports. Not only did Shelby hire Competition Manager Ken Miles as an accomplished road racer but also Miles brought professionalism, innovation, and a keen attribute of being able to surround himself with budding, talented individuals. The list of race cars that Ken piloted at Shelby American is nearly unrivaled: the Shelby 289 Cobra, 390 Cobra, 427 Cobra, King Cobra, Shelby Daytona, Mustang GT350R, and Ford GT. Ken dominated the 1964 United States Road

Racing Championship (USRRC) racing season by winning 8 of 10 races to secure the Manufacturers' Championship. However, it was at Le Mans where Ken Miles became a worldwide household name. The robbery that was the 1966 24 Hours of Le Mans is laid out in excruciatingly accurate detail as Ford royalty Carroll Shelby, Carroll Smith, Homer Perry, Leo Beebe, Charlie Agapiou, Bob Negstad, Carroll Smith, and Peter Miles recall the race and the tragedy that followed two months later. Recapture Ken Miles's career as told by esteemed Shelby American photographer Dave Friedman in this firsthand account titled Ken Miles: The Shelby American Years!

As official photographer for Carroll Shelby's racing teams in the '60s, Dave Friedman chronicled the wide variety of racing efforts of Shelby American. Friedman's glorious photographic account of Shelby-built cars racing in Can-Am, Trans-Am, sports car classics, and other forms of racing is presented here. Enjoying complete access to the Shelby shop, race pits, and behind the scenes, Friedman recorded the complete scope of this popular racing team's efforts.

The greatest barrier to racial equality today is not overt racism, Shelby Steele argues in [Title TK], but white liberals. Under the guise of benevolence, liberals today maintain their position of power over blacks by continuing to cast them as victims in need of saving. This ideology underlies liberal social policies from affirmative action to welfare, which actually exacerbate racial inequality rather than mitigating it. Drawing on empirical data as well as his own personal experience, Steele demonstrates that these policies have not only failed, but have made it impossible to address the problems that plague the modern black community, and have ensured that black Americans will never be truly equal to their white countrymen, in their own minds or in practice. Fortright and persuasive, [Title TK] offers an unflinching look at the failures of liberalism and a compelling case that a return to conservative principles is the only way forward for African Americans—and for the nation.

Carroll Shelby, legendary driving ace, race team owner, and designer of Shelby Cobra, Daytona, and Mustang GT350 classics is revered by automotive enthusiasts, yet little has been written about the last quarter century of Carroll Shelby's life. During that time Chris Theodore, VP at Chrysler and Ford, developed a close personal friendship with Carroll. The Last Shelby Cobra chronicles the development of the many vehicles they worked on together (Viper, Ford GT, Shelby Cobra Concept, Shelby GR1, Shelby GT500 and others). It is an insider's story about how Shelby came back to the Ford family, and the intrigue behind the five-year journey to get a Shelby badge on a Ford Production Vehicle. The author provides fresh insight and new stories into Shelby's larger-than-life personality, energy, interests and the many unpublished projects Carroll was involved with, up to his passing. Finally, the book describes their unfinished project, the Super Snake II Cobra, and the serendipitous circumstances that allowed to the author to acquire 'Daisy,' the last Shelby Cobra. To his many fans, Carroll Shelby was truly 'the most interesting man in the world.'

Written with Carroll Shelby's full collaboration and with a foreword by Edsel B. Ford II, the great-grandson of Henry Ford, this is the definitive record of America's preeminent twentieth century sports car builder and racer—now available as an ebook. It was motoring author Rinsey Mills' passion for AC cars and motorsports history that led to his first meeting with Carroll Shelby. His suggestion that they should collaborate in order to create an accurate record of Shelby's life and achievements at first was rebuffed but later taken up with enthusiasm. This authorized biography is the result. Carroll Shelby: The Authorized Biography was a long time in the making, as Mills left no stone unturned in his quest to produce the complete study of Shelby's remarkable life. He carried out extensive research and conducted numerous interviews, fully capturing the narrative of Carroll Shelby within and outside of the automotive racing world, including his: Childhood in Texas Wartime service with the Army Air Force Postwar entrepreneurship Earliest race wins in 1952 Legendary 1959 victory at the 24 Hours of Le Mans Monumental release of the first Cobra and the formation of Shelby American in 1962 Historical partnership with Ford that would last for decades Personal interests and travels Present-day legacy Fascinating photographs from Shelby's personal collection complete a book whose original hardcover edition was published mere weeks before his passing, making Carroll Shelby: The Authorized Biography a magnificent and lasting tribute to one of the greatest automotive figures of the twentieth century.

The Shelby American Story is about the decade of the sixties. Carroll Shelby is world-renowned for developing the Shelby Cobras and Mustangs as well as the Ford GT racing program. Art Evans was a sports car racer in the 1950s on the West Coast who raced against, and became close friends with, Carroll Shelby. Their intense competition on the track became a lifelong friendship off the track. He and Shelby collaborated on many business projects over the years, including books, marketing projects, projects for the Shelby Foundation, and so on. In his later years, Shelby loved the books about his cars and similar topics, but his eyesight was failing to the point where he had difficulty reading, and really preferred the books that were heavy with photos. It was from that realization that Shelby and Evans decided to work on one last book together. They both combed through the Shelby archives and selected Shelby's favorite images from his racing career. That is almost the entirety of this book. It is packed with photos selected by Shelby himself, and the captions are quotes from Shelby's commentary on the action in the photo, as well as his memories. Unfortunately, Carroll Shelby passed away before the book was fully completed, but Evans, following Shelby's instructions, carried this final project through to completion. Filled with images that have never been seen in print, as well as images not published since the 1950s and 1960s, this final work from Shelby is a personally curated collection by the legend himself. If you are a sports car racing fan, Ford fan, Shelby fan, or any combination of the three, this book is a perfect addition to your automotive library.

There were Mustangs, and then there were Mustangs. Ford wanted its new little Pony Car to appeal to the masses, and in executing that plan, the Mustang could be had in anything from a plain-Jane version with an economical 6-cylinder engine (often referred to as a "secretary's car"), all the way up to the sporty GT models with optional 271-hp V-8s. Unfortunately, although road-going Mustangs were considered sporty, they were not officially sports cars, at least according to the Sports Car Club of America (SCCA). And Lee Iacocca knew that on-track performance led to showroom performance, so he needed to go racing. Enter Carroll Shelby. Shelby worked with the SCCA to modify the Mustang to meet the SCCA's requirements and enter the racing arena. The result was the now-legendary Shelby Mustang. This volume of CarTech's In Detail series covers the 1968 Shelby GT350, GT500, and GT500KR. In 1968, Ford sought to take over much of the process of producing Shelby Mustangs and increased that production dramatically to meet anticipated sales demand, so it was a bit of a transition year. In an effort to appeal to muscle car fans rather than race fans, the cars were losing their edgy race car feel and were becoming more high-end performance road cars with a long list of performance and comfort options including 428 Cobra Jet Engines, automatic transmissions, and air conditioning. They may have no longer been sports cars, but they were now fantastic muscle cars. As in all

In Detail Series books, you get an introduction and historical overview, an explanation of the design and concepts involved in creating the car, a look at marketing and promotion, and an in-depth study of all hardware and available options, as well as an examination of where the car is on the market today. Also included is an appendix of paint and option codes, VIN and build tag decoders, as well as production numbers.

The First Three Shelby Cobras, the third book in the acclaimed Exceptional Cars series, tells the story of three remarkable cars, the first AC Cobras created by the legendary Carroll Shelby in 1962 and now favorites of sports-car enthusiasts throughout the world. The prototype CSX2000 has been described as the "most important American car", although it was built on a British AC Ace chassis with an American Ford V8 engine. It was retained by the Shelby family until 2016, when it sold at auction for a record \$13.75 million. CSX2001 was the first production Cobra, and was delivered to American racing driver Ed Hugus. It was later sold to Frenchman Jean-Marie Vincent, who raced in the Tour de France and in numerous European hillclimbs. CSX2002 was the first Cobra to race and nearly won its inaugural outing at Riverside, driven by Bill Krause, until sidelined by a broken rear hub. It did take the first ever Cobra win, with Dave MacDonald at Tucson in March 1963. Its success led to a series of competition wins that made Shelby's Cobras famous and admired across the globe. All three cars are now the pride of car collections in the United States of America. CSX2000 and CSX2002 are part of the Larry Miller Collection, and CSX2001 belongs to California-based motorsport aficionado Bruce Meyer.

Get an up-close-and-personal view of Ford's most beloved car, sure to please any Mustang fan. The Ford Mustang is America's most iconic muscle car. With over 50 years of production and some 10 million cars built, the brand is recognized and admired worldwide. This lavishly illustrated book, full of gorgeous studio photography, walks the reader through more than 50 years of Mustang history, focusing on the most interesting and popular models. From the first six-cylindered Mustang of 1964-1/2 through the heavy metal Boss and Mach 1 versions to today's all-new 2015 Mustang, Art of the Mustang is a detailed visual overview of Mustang's greatest hits, including anniversary and pace cars, high-performance models, SVO specials, and Shelby's high-profile offerings. Photographer Tom Loeser's stunning "light-painted" images are given context by informative text hitting the high points of each featured car, while period ads and brochures help round out the story. It's the closest, clearest look you can get of these ponies without seeing them in person.

New York Times Bestseller * Indiebound Bestseller * An Amazon Best Book of 2019 * B&N's YA Book Club Pick "A brilliant debut, full of everything I love: a sparkling and fully realized heroine, an intricate and deadly system of magic, and a searing romance that kept me reading long into the night. *Serpent & Dove* is an absolute gem of a book." —Sarah J. Maas, #1 New York Times bestselling author of *A Court of Thorns and Roses* series *Bound as one, to love, honor, or burn*. Book one of a stunning fantasy trilogy, this tale of witchcraft and forbidden love is perfect for fans of *Kendare Blake* and *Sara Holland*. Two years ago, Louise le Blanc fled her coven and took shelter in the city of Cesarine, forsaking all magic and living off whatever she could steal. There, witches like Lou are hunted. They are feared. And they are burned. As a huntsman of the Church, Reid Diggory has lived his life by one principle: Thou shalt not suffer a witch to live. But when Lou pulls a wicked stunt, the two are forced into an impossible situation—marriage. Lou, unable to ignore her growing feelings, yet powerless to change what she is, must make a choice. And love makes fools of us all. Don't miss *Gods & Monsters*, the spellbinding conclusion of this epic trilogy!

The epic story also told in the film *FORD V. FERRARI*: By the early 1960s, the Ford Motor Company, built to bring automobile transportation to the masses, was falling behind. Young Henry Ford II, who had taken the reins of his grandfather's company with little business experience to speak of, knew he had to do something to shake things up. Baby boomers were taking to the road in droves, looking for speed not safety, style not comfort. Meanwhile, Enzo Ferrari, whose cars epitomized style, lorded it over the European racing scene. He crafted beautiful sports cars, "science fiction on wheels," but was also called "the Assassin" because so many drivers perished while racing them. *Go Like Hell* tells the remarkable story of how Henry Ford II, with the help of a young visionary named Lee Iacocca and a former racing champion turned engineer, Carroll Shelby, concocted a scheme to reinvent the Ford company. They would enter the high-stakes world of European car racing, where an adventurous few threw safety and sanity to the wind. They would design, build, and race a car that could beat Ferrari at his own game at the most prestigious and brutal race in the world, something no American car had ever done. *Go Like Hell* transports readers to a risk-filled, glorious time in this brilliant portrait of a rivalry between two industrialists, the cars they built, and the "pilots" who would drive them to victory, or doom.

"An account of sports-car builder and racing team Shelby-American through the eyes of John Morton, who worked his way up from shop janitor to team driver to launch a racing career spanning forty years"-Provided by publisher.

When Ford wanted to add some spice to its new Mustang pony car in the mid-1960s, it turned to the talented, colorful, and opinionated Texan Carroll Shelby, who was then building the high-performance, Fordpowered Cobra racing sports car. The result: the Shelby Mustang GT350, perhaps the definitive performance Mustang of the muscle car era. Ford released its newest Mustang in 2005, the first truly all-new Mustang since 1979, returning the model to the spotlight. Shelby himself was directly involved in defining what is the most powerful factory-produced Mustang ever. This up-to-the-minute history from award winning authors Randy Leffingwell and David Newhardt traces the Shelby Mustang story from the early Shelby American cars built in a converted airplane hangar in Southern California to the 2010 version of the new Shelby Mustang.

The definitive record of the twentieth century's preeminent car builder and racer is now available in an updated paperback edition. It was motoring author Rinsey Mills' passion for AC cars and motorsports history that led to his first meeting with Carroll Shelby. His suggestion that they should collaborate in order to create an accurate record of Shelby's life and achievements at first was rebuffed but later taken up with enthusiasm. This authorized biography is the result. *Carroll Shelby: The Authorized Biography* was a long time in the making, as Mills left no stone unturned in his quest to produce the complete study of Shelby's remarkable life. He carried out extensive research and conducted numerous

interviews, fully capturing the narrative of Carroll Shelby within and outside of the automotive racing world: his childhood in Texas, wartime tenure with the Army Air Force, and postwar entrepreneurship; his earliest race wins in 1952 and his legendary 1959 victory at the 24 Hours of Le Mans; his monumental release of the first Cobra and the formation of Shelby American in 1962; his historical partnership with Ford that would last for decades; all the way through to Shelby's personal hobbies, travels, and present-day legacy. Fascinating photographs from Shelby's personal collection complete a book whose original hardcover edition was published mere weeks before his passing, making Carroll Shelby: The Authorized Biography a magnificent and lasting tribute to one of the greatest automotive figures of the twentieth century.

In 1962 retired racing great Carroll Shelby was looking for his next big move. He'd started a racing school at Riverside Raceway in California, but he really wanted to build his own sports and racing car. He found a promising platform in the British AC Ace, and set about stuffing an American V-8 between the AC's dainty fenders. Thus was born the Shelby Cobra. Shelby set up shop in Venice, California, later in 1962, marking the beginning of the classic Cobra era. It was a near supernatural combination of brilliant designers and wrenches, ever-faster cars, championship-winning teams and drivers, and sheer chutzpah. The Venice shop spawned the 289 Cobra, Daytona Coupe, 427 Cobra, Mustang GT350, Sunbeam Tiger, and more. Eventually the Venice facility could not handle the work, especially when Ford tapped Shelby to create a high-performance version of its new and wildly successful Mustang. Moving to a larger facility and the closer relationship with Ford seemed to diminish the fast and loose nature of the original enterprise. Some of the mojo was lost. Shelby American Up Close and Behind the Scenes takes the reader inside the Venice shop in the critical 1962-1965 period. Author/photographer Dave Friedman was Shelby's official shooter, and he documented everything from Cobra construction to paddock wrenching to race wins. The book is an insider's look via Friedman's documentary photography and first-person stories from Shelby's key players. It's a must-have review of this critical period in both Shelby's history and the history of American racing.

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