

**MOTORTREND**

PRESENTS

# SHELBY

## A TRIBUTE TO AN AMERICAN ORIGINAL

**SPECIAL**  
COLLECTOR'S EDITION

1923

2012

FOREWORD BY  
**JAY LENO**



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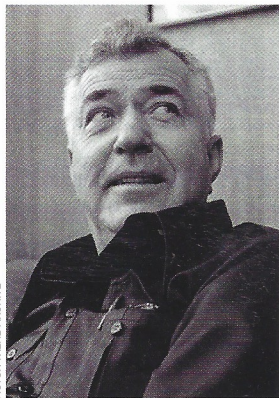


From the Editors of

**Automobile** magazine **HOT ROD** magazine **MUSTANGS & FAST FORDS** **Mustang Monthly**

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MOTOR TREND ARCHIVE

1923-2012

# SHELBY REMEMBERED

## Quotes, Jokes, and Anecdotes From Those Who Knew Him Best

**O**n May 30, 2012, Carroll Shelby International and Ford Motor Company hosted the official Carroll Shelby Memorial at the Petersen Automotive Museum in Los Angeles. Master of ceremonies Jay Leno and a veritable who's who of racing and auto industry icons ensured it was an evening full of love, laughter, and amazing stories.

**As a final tribute to the legendary man, we captured a few of the evening's best quotes and anecdotes, and combined them with comments from the many different worlds Carroll Shelby touched.**

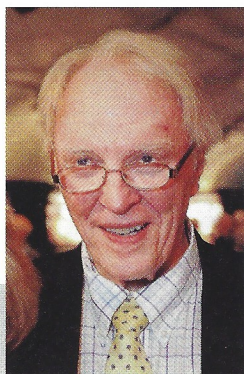
Carroll Shelby was young when both motor racing and the automotive industry were young—barely half the age that they are now. Our country was less exhausted then, exhibiting a youthful freedom that provided the right atmosphere for a man of his talents and ambitions. He was a man of contradictions. Kind on one hand and very cunning on another. Charming and mean. Romantic and rough. A friend to many and a foe to some. He loved cars, women, and business. As a salesman, he had no peers. As a negotiator, he would've given Bernie Ecclestone a run for his money. He had charisma and courage. He was a visionary.

As a driver, Carroll was no slouch. I rated him very highly. I think he could've had a successful Formula 1 career if he'd been able to continue.

Carroll suffered very severe health problems for most of his life. He had a heart transplant, a kidney transplant; he inspired and endured the ups and downs of big-time motor racing with its ecstasies and tragedies; he built a car empire; he had multiple marriages; he flew planes and cooked chili; he traveled the world and hunted in Africa. The mind boggles at this man's energy and spirit.

It's a cliché to say they threw away the mold when they made him. In his case, that is a good thing, because whoever would try to make a new one would get sued by him for copyright infringement.

**Dan Gurney, right, former Shelby driver and 24 Hours of Le Mans champion, All American Racing**



We have lost a legend in Ford Motor Company's history, and my family and I have lost a dear friend. Carroll Shelby is one of the most recognized names in performance car history, and he's been successful at everything he's done. Whether helping Ford dominate the 1960s racing scene or building some of the most famous Mustangs, his enthusiasm and passion for great automobiles over six decades have truly inspired everyone who worked with him. He was a great innovator whose legend at Ford never will be forgotten. Our thoughts and prayers go out to his family and friends.

**Edsel B. Ford II, member, Ford Motor Company Board of Directors**

We each joined the service as buck privates and we ended up going through flight training. Carroll was so superior to everyone else that he was way up in front of the class. It was a great thing to think he taught people, officers, as an enlisted man. They in turn became superb bombardiers and navigators. Most people didn't realize this, but he became one of the Living Legends of Aviation because of his accomplishments, not for automobile racing. That's about as high you can get—it's like the Oscars night for the movie industry. Most aviators since the beginning of aviation have said, when we lose a friend—a pilot friend—he has gone west. Carroll, on behalf of all of your friends, we love you and on your journey west, godsend and Godspeed.

**Bob Hoover, highly decorated military and civilian aviator and test pilot**

I'd like to tell ya a little bit about his sense of humor, and I've seen a lot of that. It's a lot easier when you're not being sued.

Invariably, if I had a trip involving production of video material for the advertising agency, I would always call him and he'd pick me up. Consequently, a lot of times he'd call from Dallas and I'd pick him up. He called me one day and he said would I pick him up. I had my boss with me and we pick him up at the front of DFW. He gets in the car and we had no more than moved, like 40 feet, and Shelby lets one fly. It not only was noisy; it was pretty bad. I hit the brakes and I said "Dammit, Shell!" And he looked at me and he said "What's a-matter, Neale, that won't spring the doors on a Cadillac, will it?" I gotta tell you, he was different in a lotta ways. Not everybody got to see that sense of humor. A lot of you did, and I hope you'll remember it. Our world is gonna miss Carroll Shelby.

**Bill Neale, automotive artist, longtime friend and associate**



Above all else, Carroll Shelby was a hot rodder. We've had a relationship with him here at the publishing company for a long time, so long, in fact, that in Carroll's own words, the magazines were responsible for the success of the Cobra.

**David Freiburger, editor-in-chief, *Hot Rod***

I can't remember a time in my life when I wasn't thinking about a Shelby creation. When I finally met him at the 1998 Goodwood Revival, I was speechless! Carroll was approachable and charming—everything I had imagined and more. When I came to Ford, Carroll and I would talk often about the next big project. He always wanted to go one better than the Corvette, that's why the new GT500 had to be at least 650 hp! I once asked him what his favorite project was. He gave me his sly, trademark smile and said, "The last one!"

Carroll Shelby truly was a real-life hero, inspiring generations of us. Our industry has lost a giant, and it won't be the same without him.

**Jim Farley, group vice president of Global Marketing, Sales and Service, Ford Motor Company**

I have a lot of respect for him, for the way he's persevered with the health problems. He stepped on a lot of people's toes. There are people who hate his guts and others who think he's God. But, by and large, he is pretty well-respected. I've always had a good relationship with him, and he has a lot of respect for me, I believe, so I kind of go along with what he's thinking.

**Phil Remington, master fabricator and former director of Research and Development, Shelby American**

He was a very fine man. He was honest, he had integrity, he worked very hard, and he was driven. Despite his heart and other health issues, he had the will and the fire to do things others couldn't. He made his mark; he left his footprint. He will be missed.

**Andy Granatelli, former racer, team owner and CEO of STP**

Someone asked me, "Hey, Jay, how come you don't have any Ferraris?" and I said, "Cause Carroll Shelby told me 'he was a mean son of a bitch.'" Now, I never saw Enzo Ferrari smile; I never saw Carroll when he wasn't smiling.

There's a lot of reflected glory. You know, I meet kids, 12, 13 years old, that like cars and they go, "You met him?" And I go, "That's right," and then I'm pretty important. I get to steal a little bit of that.

**Jay Leno, television personality and car collector**

He was driving an Austin-Healy 3000, I believe it was, in the Panamericana Mexico race, and this is how Shelby ended up: The car crashed, went down an embankment, came back up again on the other side of the road. He had a broken arm and broken ribs, and the Mexicans were very happy to help him out, feeding him whiskey to kill the pain because there was no medical help.

We started shooting photos of him in my studio, with him posing and whatever, and those we made, like, 500 prints of each and he would take those to the events, to the Shelby events and whatever, where he gave autographs to people, for whatever they donated to the heart fund.

**Bob D'Olivo, former photography director, Petersen Publishing Company**

I was sitting in my office, and in walked this guy in coveralls with a crazy idea. He had the rights to the AC Ace body and chassis, and wanted to stick a Ford V-8 in it and go racing. I saw the potential of that and put him in touch with the right people in Engineering.

**Hal Sperlich, former product planning manager at Ford Motor Company and former president and CEO of Chrysler, on first meeting Shelby**

Carroll Shelby was a giant among us, one whose contributions to automotive performance—both on the track and on the street with American icons like Mustang and Cobra—will live forever. I can't walk past a Cobra without wanting to put my hands on it and drive it. Everything he did, he did to the utmost. He took speed and turned it into grace.

**Mark Reuss, president, General Motors North America**

He gave me my big break racing in Europe, in the Cobras. We went there to beat Ferrari in the World Manufacturer's Championship. The neat thing about driving for Shelby, he was a race driver and a good one, so he didn't tell you what to do—you just do it, he said. The right people together, the right time. I always wanted to race against the world's best, and they were in Europe at the time, and we got to do that. We almost won the championship the first year, so Shelby sent me back the second year, in '65. I won seven of the 10 races, and we won the race at Reims, France, on the Fourth of July—it gave us the championship. That was fantastic. Well, I would have to say that I was at the right place at the right time with the right talent, and with Carroll Shelby, I was with the right man.

**Bob Bondurant, former Shelby driver and 24 Hours of Le Mans winner**

He was one of the best people in motorsport. He was a mentor, a beloved friend, and like a father to me. He was a business partner with George Hurst, so we worked with him on a lot of projects. He helped me through a lot of things both business and personal, and he appreciated my gray matter.

**Linda Vaughn, former Ms. Hurst Golden Shifter and auto industry icon**

Sad to hear legendary Carroll Shelby passed away. His automotive contributions made him a real icon.

**Mario Andretti, former F1 World champion, via Twitter**

We have a little space at the Bel Air Country Club we call "The Smart Table," and it says: "If you don't have anything nice to say about anyone, pull up a chair." So we pulled up two chairs. We became fast friends. You spend a lifetime looking for your best friend. I found him there.

**Walter Miller, television producer**

Carroll was not only a great friend to Ford, but he was a great friend to all of us. I can recall several times just listening in awe to Carroll talk about his highs and lows and how his path crossed so many other great drivers and industry leaders again and again. He was a legendary race car driver and a legendary storyteller, and the industry and Ford are better off for knowing him for so many years.

**Mark Fields, left, president of the Americas, Ford Motor Company**





I was a Firestone race tire distributor and he was a Goodyear race tire distributor, so even though we were good friends, we were always on different sides of the fence and I didn't get a chance to race more for him. I ran a couple of races [for him], won the Times Grand Prix, and we had a couple of Mustang races in the SCCA, but I had lunch with him often. I enjoyed his company and I respected where he come from and the fact he was a race driver and became a business man. I was kinda in that same boat—not as good a salesman maybe as he is—but we're really gonna miss a great friend. I'm gonna miss calling him. He called me Ruf, my first name being Rufus, and he used to call me: "Hey, Ruf." You know, it was nice to hear that from him. Now that he's gone, I appreciate him more.

**Parnelli Jones, above right, former Indianapolis 500 champion**



Like Mr. Shelby, I, too, had a heart transplant. Mine was in April of 1991, 10 months after his. I was only 11 days old. I was born with hypoplastic left heart syndrome—I had no left ventricle. My only chance at survival was a heart transplant. My family is from Auburn, Indiana, and my grandfather, John Martin Smith, was one of the founders of the Auburn Cord Duesenberg museum. My parents organized the fundraiser to help cover the costs of my transplant during the Auburn Cord Duesenberg festival, Labor Day weekend of 1991. Mr. Shelby was there as the grand marshal of the festival parade. Mr. Shelby took me to the parade, the festival, and the classic car auction. He even put me up on the auction block for sale to help my family with the fundraising efforts.

I will miss my conversations with Mr. Shelby. We talked on the phone often to check in with each other. He ended every phone call with an "I love you," and it meant so much. The legacy I am most glad to share with him is the formation of the Carroll Shelby Children's Foundation.

**Leah Smith, heart transplant recipient and inspiration for the Carroll Shelby Children's Foundation**

We did a lot of concepts with him. One was the Cobra Roadster Concept. It was a full-blown prototype with an aluminum spaceframe. We worked all night to get it ready. We shipped it from Dick Hutting's [Ford Design] Valencia studio to Irwindale Speedway [in California].

Carroll said, "I'd like to take it for a ride." Dick Hutting got in the passenger seat, and Carroll did the first few laps at a relaxed pace. Suddenly, he just gunned the thing. He did five laps at 130 mph. He absolutely scared the hell out of Hutting.

[On another drive] the Learning Channel followed Carroll driving the car, with a helicopter. He did about three minutes of donuts. Bloody hell, that's Carroll Shelby.

**J Mays, Ford Motor Company group vice president, Design, and chief creative officer**

Beyond his amazing and legendary racing exploits, Carroll was an enthusiast, a champion for performance, and was always looking for ways to get things done through his friends and connections within a large organization. He enjoyed and even relished his role as an outsider with some clout to get things done. My spouse will

always remember those evening calls when she would answer the phone and hear "Hello, darlin'," before he would ask if I was there.

Carroll will be remembered for his many accomplishments, and those of us fortunate to have crossed paths and enjoyed his friendship will savor the memories as long as we live. May he rest in peace.

**Tom Gale, former head of Chrysler Design**

On Shelby's 80th birthday, we were asked to write letters and stuff. Somebody was having a party for him, I think at Barrett-Jackson or something, and I

wrote: "Carroll, you're just like your cars—there's no stopping you." And there wasn't, for a long time. He has touched a lot of people, and it's great to have been part of his life for a short time. I broke his shoulder in Nassau playing touch football. He forgave me by saying, "Well, you're big enough to go bear hunting with a switch." He was full of a lot of great remarks, some of which really can't be repeated, or at least won't, because I can't print out his asterisks."

**Denise McCluggage, pioneering female automotive journalist and former racer**

Met Carroll at Pebble Beach years ago, we chatted like best friends. Incredible grace. He will be missed as we thank him for paving the way.

**Ralph Gilles, president and CEO of the SRT Brand and senior vice president, Design, at Chrysler Group LLC via Twitter**

We've lost a friend and an American original, who, quoting his first wife, Jeanne, could sell anybody "white blackbirds," a man you could count on when needed, who had the marketing skills of P.T. Barnum with just a touch of Billie Sol Estes thrown into the mix. Years ago, while visiting him in his office in Gardena, I spotted a sign over his desk. It read, "Will those who say it can't be done please get out of the way of those of us who are doing it." Classic Shelby.

**Bill Warner, founder and chairman, Amelia Island Concours d'Elegance**

Carroll Shelby was a giant in the motorsport industry and the automobile industry overall. Known primarily as an innovative automotive designer, he started building his legacy as an outstanding driver. Along the way, his name became iconic. On a personal level he was simply a good friend to so many of us.

**Mike Helton, president, NASCAR**

We are all deeply saddened and feel a tremendous sense of loss for Carroll's family, ourselves, and the entire automotive industry. There has been no one like Carroll Shelby and never will be. However, we promised Carroll we would carry on, and he put the team, the products, and the vision in place to do just that.

**Joe Conway, president, Carroll Shelby International**

My personal experience with him was on the GT program, and I think that'll be the lasting impact for Carroll. I mean obviously it's a tremendous legacy, but for us at that SVT team, he mentored so many guys. Hau Thai-Tang, for example, our VP of engineering, worked closely with him—the whole Mustang team worked so



closely with him—it's a tremendous loss to us. Certainly one of the things that we have in our mind is continuing his legacy, to make sure he'll always be proud of those types of products that have his name on them.

**Raj Nair, group vice president, Global Product Development, Ford Motor Company**

If Carroll really liked you, he called you "Dad." Maybe that was a Texas thing, or just a Shelby thing—I never knew for sure. But it was a badge of honor to have him call you that. Every couple of weeks, Carroll would check in with me at *Motor Trend*. The calls would always start out the same way: "Tune, it's Shelby. How ya doin', Dad?" And when he hung up it was almost always with a "Love you, Dad." Love you too, Carroll.

**C. Van Tune, former editor-in chief, Motor Trend, and former PR spokesperson for Shelby**

Everything he did, he wanted to do a little bit better than he did last time, including the charity. I think his deal was, "Let's see what we can do. Let's just see what we can do. Let's see what this thing'll do." You know like, you get in a car, "Let's see what this'll do." You have a problem, "Let's open it up, let's see what it'll do. We'll make it better. We'll tweak it, we'll improve it, we'll change it and then it'll get better and we'll save some lives. That's what we'll do." That's how Carroll was. He went about everything like that in life. "Let's improve this, let's change that. Modify this. No, this isn't right. Let's improve that. We'll go faster. Let's see what it'll do." That's Carroll Shelby. That's how I'm always going to remember him.

**Mark Krockner, board member, Carroll Shelby Children's Foundation**

I grew up admiring Carroll Shelby. Of course, he was synonymous with vehicle performance. But more impressive to me was that Carroll had a knack for going his own way, and making it work. He was a giant in this industry, and his presence will be sorely missed.

**Tadge Juechter, vehicle line executive and chief engineer, Chevrolet Corvette**

Carroll formed a foundation to give something back to those who have not been as fortunate as him, in both medicine and education. The foundation is well-endowed to continue Carroll's vision.

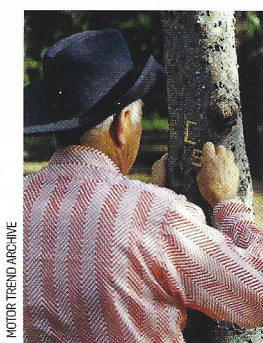
**M. Neil Cummings, Carroll Shelby Foundation board member**

Carroll was a friend and a mentor to me. He taught me that when it comes to performance cars, the more outrageous, the better. We took that to heart on the 2013 GT500.

**Jamal Hameedi, Ford Motor Company, SVT chief nameplate engineer**

Carroll admittedly was not a designer, fabricator, or anything of the like. His strength was as a leader and super salesman—maybe even super isn't enough. He could just flat sell! Whether you liked Shelby or not, you always knew where you stood with him. Because of that, even if you didn't like him, you had to like him for that!

**Edward R. Justice, Jr., right, president and CEO, Justice Brothers, Inc.**



MOTOR TREND ARCHIVE

He was larger than life, responsible for some of the most legendary cars, including the Cobra, the GT40, the Shelby Mustang, and the Viper. His cars command some of the highest prices on our auction block, and for good reason: When you buy a Shelby, you know you're going to own a piece of automotive history. His passing is a true loss for all of us at Barrett-Jackson and within the industry as a whole. He was an icon I was proud to call a friend.

**Craig Jackson, chairman and CEO, Barrett-Jackson**

In the history of our company, there are a handful of men who have stamped their imprint on the heart and soul of what we do at Ford racing, and Carroll Shelby is definitely one of them.

**James Allison, director, Ford North American Motorsports**

Carroll Shelby was a dear friend of our family. Galpin Ford was one of the first Shelby dealers in the country, and it was through this initial business relationship that we forged a family friendship lasting nearly 50 years. He meant so much to me as mentor and friend; I really loved the man. There was no one else like him. It was an honor to know him. My father [Bert Boeckmann] was with me when we got the news, and we are both very saddened. Dad calls him a free spirit who was wonderful to work with and a lot of fun. We will all miss him tremendously.

**Beau Boeckmann, vice president of Galpin Ford**

Shelby was my car dream. When I was a young teen, Shelby was taking on the world's OEMs and winning. I saw that and it inspired me to go into the industry and build cars like Shelby would do. Shelby opened my eyes.

**Kazutoshi Mizuno, chief engineer, Nissan GT-R**

He was an incredible innovator, entrepreneur, marketing guy, and salesman who produced one fantastic product that will be cherished for generations to come.

**Buddy Pepp, executive director, Petersen Automotive Museum**

People asked me why Carroll Shelby needed a PR person when he was the ultimate publicity machine. Carroll needed someone to respond to the flood of press people any time he used that silver tongue.

**Scott Black, PR spokesperson for Shelby**

My first meeting with Carroll, when I walked in, and he said to me, "Little girl"—he loved my song "To Know Him Is to Love Him," I was the lead singer of the Teddy Bears—and he said, "If you write a song about my car, and it goes to number one and it's a hit, I'll take ya to Le Mans and you'll have a Cobra." The rest is history. I had three Cobras and I went to Le Mans.

**Carol Connors, songwriter of "My Little Cobra"**

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