

1966 Shelby Notchback Coupe #4

History

The story of this Mustang starts five months before it was assembled in Ford's San Jose plant. In 1965, the SCCA announced a new "Sedan Racing" series. This professional race series was to become what we now call the Trans Am series. SCCA desired the involvement of manufacturers in their new race series. So, in the first years of the Trans Am series, it was solely a manufacturer's championship. The SCCA did not add a driver's championship to the Trans Am series until years later. Ford decided that they wanted to win the inaugural sedan racing championship series in 1966.

Ford thought they had the car to win the series: the Shelby GT350 and "R Model" variants of the Ford Mustang. But, these models were fastbacks, and did not fit the definition of a "sedan". So, Ford decided to use the "notchback" body style of the Mustang in the new series.

For 1966, the SCCA used the FIA Appendix J Group 2 specification for the Trans Am sedans. The complete FIA Appendix J specification for 1965 is available on the FIA website.

<http://www.fia.com/sport/Regulations/histappjregs.html>

Rick Kopec, President of the Shelby American Auto Club (SAAC), describes the beginning of Ford's involvement in Trans Am racing:

"Ford saw the benefits of homologating the Mustang (with the FIA) so it would be eligible and they turned to their resident racing expert Carroll Shelby and laid the project at their feet."

Rick Kopec, *The Shelby American*, Issue #44

Chuck Cantwell, project engineer at Shelby American, prepared the required homologation paperwork including the photographs. Chuck forwarded the paperwork to Ford for submission. On October 20, 1965, Ford delivered the required FIA Recognition forms for the notchback Mustang to the FIA. The FIA approved the recognition forms. On November 30, 1965, the approved recognition forms were stamped as received by:

Sports Car Manager
Special Vehicles
Ford Division

With FIA papers in hand and under contract to Ford, Shelby American built a prototype of the their new sedan racer. Shortly thereafter, Ford ordered a batch of ten special notchback Mustangs to be assembled at the San Jose plant and shipped to Shelby American. These ten Mustangs rolled off the assembly line in February 1966. One of this first batch of ten Mustangs became Shelby notchback #4.

The window sticker reads:

Sold to: Ford Division General Office
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Ship to: Shelby American
Los Angeles, CAL

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 SPCL. DLR. ACCT. ADJ. CR.
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*Except in states where their use is prohibited by law.

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\$ 3533 81

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SHIP TO (IF OTHER THAN ABOVE)

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VEHICLE SERIAL NUMBER
 6R07K175158

FINAL ASSEMBLY POINT
 SAN JOSE

45-A

CAR #4

ORIG

With the manufacturer's championship as their goal, Ford's General Office purchased this notchback coupe and commissioned Shelby American to build a race car that conformed to the FIA Appendix J specification for Trans Am sedans. At Shelby American, the Mustang was taken directly into the Competition Department. Work began on the first four sedan racers on March 2, 1966. This Mustang was factory work order #4. Since then, these Shelby Notchbacks have been referred to by their work order number.

At Shelby American, Chuck Cantwell, and his staff, converted the notchback into a racing sedan. At a NORCAL SAAC Mini-Nats lecture, Chuck recalled building notchback #4 because it was in the first group of four that he constructed. To convert the notchback into a race car, Shelby American used many of the same parts that were used to build the "R" models of 1965. One notable difference between this car and the "R" models is that this car was not re-badged or re-VIN'd. This car was owned by Ford, and needed to remain a Ford, so that Ford would gain the points needed to win the manufacturers sedan racing championship. So, this car has the original Ford badging and VIN.

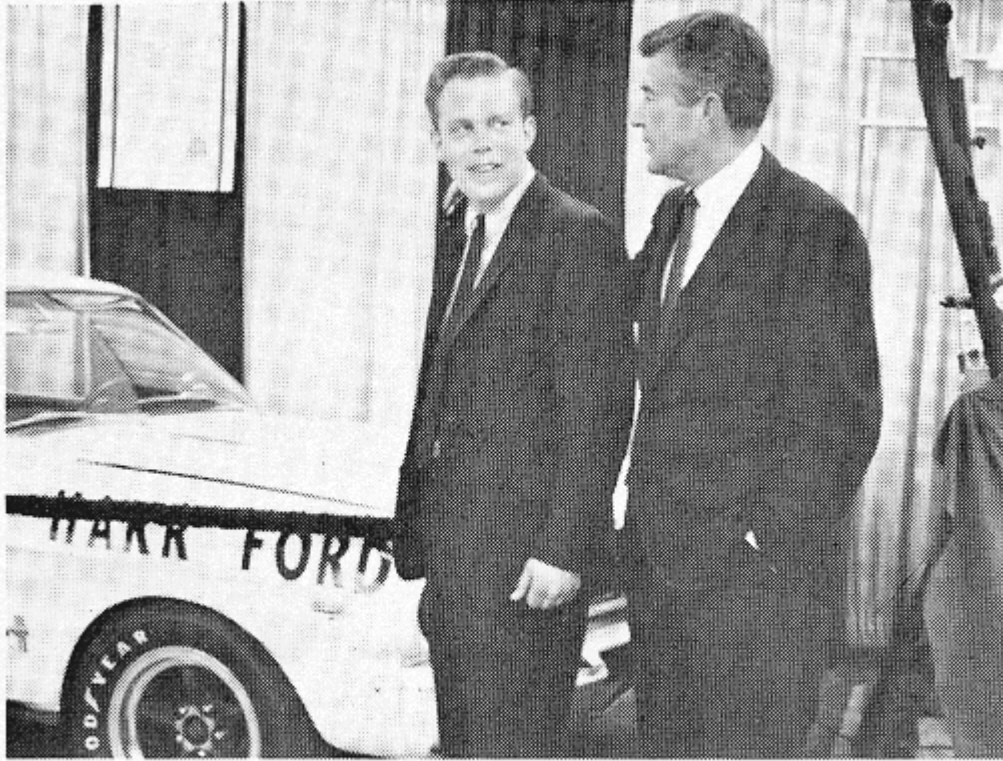


At Shelby American, March 1966.

In April 1966, Shelby Notchback #4 was shipped from the Shelby American, in southern California, to West Ford in Newton, Massachusetts. West Ford delivered the Shelby to promising local racer, Anthony "Tony" Fucci. Tony began his road racing career in an Alfa Romeo. Later, he moved into the big bore, B Production, class in a blue 1965 Mustang.

When the Shelby rolled off the trailer, Wayne Smith, a friend of Tony Fucci, was there to greet the car. Wayne was a drag racer, so he was unfamiliar with road racing, but he learned quickly. Wayne helped out on the car, and supported the car at the track during practices and races.

Wayne recalls that one of the first modifications that they made to the Shelby was a cowl induction system. At the time, hood scoops were not allowed under A Sedan or Trans Am rules. So, to bring cold air to the carburetor, they fabricated a plenum that incorporated the air cleaner and had an opening near the firewall. Wayne and Tony hired a local air conditioning technician, with plenty of sheet metal experience, to fabricate the cold air plenum. To get cold air to the plenum, the hood hinges were raised about an inch. This created a gap between the top of the cowl and the rear edge of the hood. When the car was in motion, the windshield created a high pressure zone that forced cold air into the plenum.



Carroll Shelby to Bob Ziegel: "Shelby-American sponsor an MGA? Don't be ridiculous!"

The gap between the hood and the cowl is visible in the photo above. Shelby sponsored the car, so the Goodyear tires are prominently marked.

Wayne recalls that Ford supplied several Detroit Locker third members in various ratios to suit the tracks of the northeast United States. At that time, Trans Am races ranged from 150 to 500 miles. So, tires changes during the race were required. So, several sets of American Racing Torque Thrust D wheels were provided with the car. Shelby American, of course, provided Goodyear tires.

1966 Race Season

On May 14, 1966, Tony Fucci competed in the new Shelby for the first time. The New England Region of the SCCA sanctioned the event at Lime Rock Park, CT. In the Shelby's inaugural race, Tony won the A/S class. Two weeks later, Tony raced the notchback at Thompson Raceway, in Thomson, CT. The new Shelby racer won again. One week later, Tony and the Shelby competed at Bryar Raceway (now New Hampshire International Speedway) in Loudon, NH. Again, Tony and the Shelby were victorious. In a span of 21 days, Fucci had raced notchback #4 to three victories in the car's first three races. Cameron Dewar reported:

Tony Fucci established some sort of record for a novice driver by winning his third race in as many outings in his S/A Mustang.

Cameron Dewar, *Competition Press & Autoweek*, July 2, 1966

Wayne Smith recalls that for the first few races, Tony Fucci's father towed the notchback to the track. Tony's father used the family Cadillac as the tow vehicle. During one tow, the trailer jack-knifed into the side of the Cadillac. The trailer and notchback were unhurt, but the Cadillac sustained damage. Tony's father reacted by insisting that Tony acquire a proper tow vehicle. Tony purchased a new F100 from the local Ford dealer and it was immediately put in service as the tow vehicle.

On July 10, 1966, the notchback competed in the Bryar 250 Trans Am race. This was the third event of the inaugural Trans American Sedan Championship. Ken Duclos and Robert E. Arego were the co-drivers. Ken Duclos, of Worcester, MA, was an established local driver. Duclos had success in both open wheeled and fendered cars. Bob Arego, of Watertown, MA, contributed not only as a driver, but also as a mechanic. Ken Duclos posted the fastest qualifying time, and put the notchback on the pole.

"And there were surprises in the line up. Massachusetts men, Bob Arego and Ken Duclos, put their Mustang on the pole with a scorching 1:21.8 ... "

Erika Rhone, *Sports Car*, September 1966

The Shelby ran in third position for most of the race before mechanical problems relegated it to a seventh place finish.



the Mustangs of Bob Arego/Ken Duclos and Tom Yeager/Bob Johnson in a Bryar demonstration race.

Bryar 250 Trans American Sedan race. July 10, 1966
Sports Car, September 1966.

Photo: Mr. Chipps

Tony raced in the Northeast Division (NED) of the SCCA. The NED has large membership, and is fortunate to have many tracks. So, to provide representation that is responsive to the local membership, the NED is divided into three Areas. Each Area is composed of several regions. Fucci was a member of the New England Region. Area 1 encompasses the New England Region, the New York Region, and the Northern New Jersey Region. So, Fucci competed in Area 1. The road racing tracks within Area 1 include: Thompson, Bryar, Lime Rock, and Bridgehampton.

After the Bryar 250, Fucci returned to SCCA A/S racing. He, and the notchback, won three more SCCA regional events in 1966. In total, Tony and the Shelby won six regional races in Area 1. For each race win, Fucci earned 9 points toward the Area 1 Championship. Tony's 54 points gave him the 1966 Area 1 Championship. In a letter to Stephen Pollock, Tony Fucci stated:

“The car won its first six regional races it entered in 1966 in A Sedan.”

Tony also competed in SCCA National events in the NED. On September 3, 1966, Tony raced the notchback at a national event at Thompson Raceway. The notchback raced against Bob Tullius' potent Dodge Dart. Tony finished second- earning 6 national points.



At Thompson, Tony Fucci's Mustang (to be 2AS) and Bob Tullius's Dart (to be disqualified) corner at will.

SCCA National event. Thompson Raceway. September 3, 1966.
Sports Car, October 1966.

Photo:

In its first year, Shelby Notchback #4 proved that it is not only a reliable, but capable of winning.

Highlights of 1966

Six consecutive victories in Area 1 races

Area 1 Championship

Fastest qualifying time, pole position, at Bryar 250 Trans Am

Second place finish in Thompson National

1967 Race Season

Ford sponsored the car through Harr Ford. Further development and upkeep of the car occurred at Harr Ford- all paid for by Ford. At Harr Ford, Gus Zuidema, the performance supervisor, oversaw the development of Shelby Notchback #4.

Since the car was a proven success, race track operations were supplied (through Ford) by Holman Moody. While this car was built at Shelby American, it remains a Ford. Since it was a factory sponsored Ford, Holman Moody was willing to work on the car. Shelby American was a business rival of Holman Moody. According to Lee Holman, "If the car had been badged as a Shelby, Holman Moody would not have worked on the car."

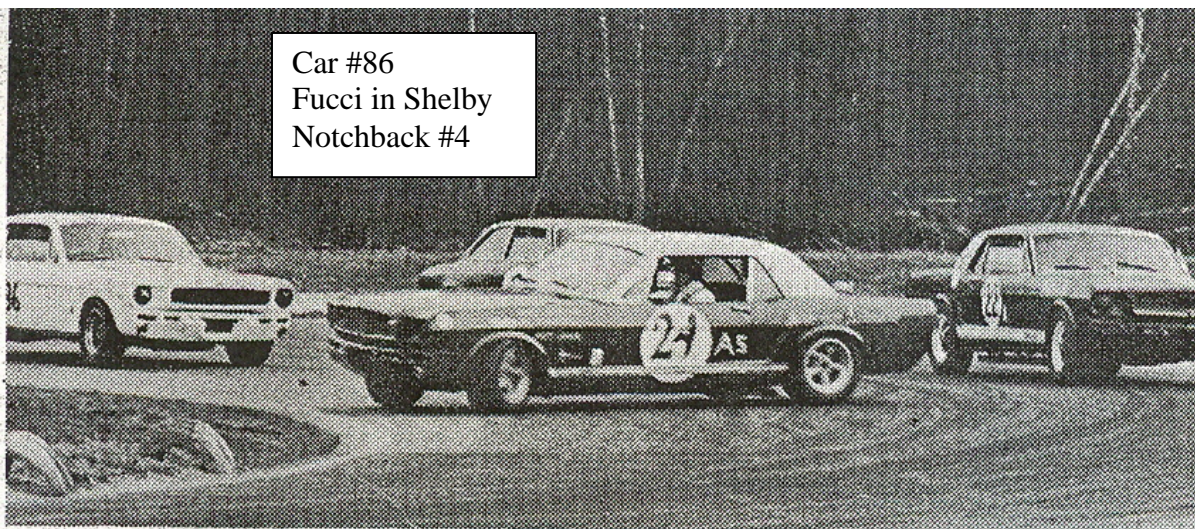
In 1967, in SCCA sedan racing, FIA Appendix J rules still prevailed. However, in 1967 the SCCA began a process (which would accelerate in the future) of supplementing Appendix J. For example, to reduce the risk of fire in the race car, the SCCA mandated that sedans be equipped with a fuel filler on the outside of the race car. The SCCA wanted to eliminate spilled fuel inside the trunk of the sedans. To accommodate the rule change, Harr Ford cut an opening in the trunk lid and passed a fuel filler tube through the opening. A Le Mans style fuel filler cap was attached. This filler cap is similar to those used by the Shelby Cobras at that time. (Later, the rule on exterior fueling would change. At that time, the opening in the trunk lid was closed with a piece of sheet metal and some rivets. The trunk lid remains in that state today.)

The SCCA also mandated that sedans have scattershields in 1967. Harr Ford replaced the aluminum bellhousing with a steel scattershield. The scattershield remains with the notchback.

When the SCCA initiated the sedan championship, the SCCA put some effort into defining a "sedan". One parameter was the existence of rear seat. So, the early notchbacks retained the rear seat. In April 1967, again with a concern for fire safety in the race car, the SCCA mandated a fire barrier between the fuel cell (in the trunk) and the driver compartment. To accommodate the construction of a rear firewall, the SCCA dropped the requirement that the rear seat be present. So, Harr Ford removed the rear seat from Shelby Notchback #4.

On April 9, 1967, Fucci began the new SCCA national season at Marlboro Raceway. The Governor's Cup drew a large field to Upper Marlboro, MD. Fucci and the Shelby raced in a tight pack with Bob Grossman, in a Mustang, and Bob Tullius, in his Dodge Dart. Fucci was running third when Tullius was forced to pit with a flat tire. Fucci moved up to finish second and earned 7 national points.

Car #86
Fucci in Shelby
Notchback #4



George Alderman spins his Mustang in front of Jim Sutter's similar car in the A&B prod, A&B sedan race at Marlboro in the nationals April 9. Bob Grossman's Mustang won the sedan section, Ed Lowther won the race. Below: Bruce Jennings pays tribute to E prod Marlboro winner George Frey.
(Pete Luongo photos)

Governor's Cup, Marlboro Raceway, April 9, 1967
Competition Press & Autoweek, April 29, 1966

The first race of the SCCA Area 1 Championship was hosted by Lime Rock Park, in Connecticut. Perhaps Lime Rock is not the best choice for a race on April 22. Of course, it rained. Lime Rock, with narrow pavement and minimal runoff, is risky when dry. Racing in the rain is questionable at most tracks. At Lime Rock, there is no question. Henryk Szamota, Chairman of the Area 1 Championship, tried to put a positive spin on the event.

“... despite some hairy driving, and the fact that some cars were damaged and even demolished, nobody was hurt.”

Pit Talk, June 1967

On May 28, 1967, the second event of the Area 1 Championship was held at Thompson Raceway. Fucci and the Shelby won. On June 11, 1967, the Area 1 Championship series moved to Bryar, NH. Ken Duclos claimed the overall victory, with Fucci second overall. However, since Duclos and Fucci were in different classes, Fucci won the A/S class.

About a month later, Fucci and the Shelby were at Bridgehampton, NY for a NED national event. On July 16, 1967, Fucci notched another national win and gained 9 points. With three wins in his last three races, Fucci knew the Shelby was ready for the upcoming Bryar 250 Trans Am race.



SCCA Tran Am logo was used for decals and for patches. Photo: Sports Car, June 1967

In 1967, Fucci entered the Shelby notchback in the Bryar 250. Robert Arego would co-drive the Shelby again. However, in 1967, Fucci replaced Ken Duclos as the other driver. For reasons unknown, the Shelby did not post a qualifying time. So, on race day, August 6th, the Shelby was at the back of the starting grid. Starting 30th was not as much of a disadvantage as you might think because of the great equalizer- rain.

Since Arego and Fucci were local racers, the rain was less of an issue for them than for other racers. Local knowledge of the track was also a benefit. The drivers and the Shelby performed flawlessly, avoided the wrecks (for the most part), and finished fourth.



*Shelby Notchback #4 at the 1967 Bryar Trans Am race.
The photo above appeared in (Riverside) Raceway, September 1967, page 27.*

In September, Fucci entered the Shelby in the Labor Day National Race at Lime Rock Park, CT. The Shelby was, uncharacteristically, off-the-pace. Fucci finished a distant fourth.

On October 8, 1967, the Fucci competed in another NED national event. On a cold day, at Bryar Motorsport Park, the Shelby was back on pace. The Shelby ran competitive lap times, and led for a while. Fucci and the notchback earned a podium finish. Tony Muldoon reported from Loudon, N.H.:

"The A Sedan win went to Malcolm Starr in a Mustang after a couple of fine battles with two other Mustangs. In the early laps, Starr fought off New Englander Tony Fucci ..."

Competition Press & Autoweek, November 4, 1967

Tony Fucci and the Shelby backed up 1966 with another good year in 1967.

Highlights of 1967

4th Place Bryar 250 Trans Am
3 SCCA NED national race wins
Area 1 Championship

1968 Race Season

In 1968, Fucci's 1966 Shelby notchback coupe was clearly outdated. Chevrolet's Camaro was in its second year of race development. The Chevrolet 302 with a crossram intake manifold produced significantly more power than the small block Ford with "Hi Po" or C6FE heads. Even the 1968 Shelby notchbacks were significantly upgraded from the initial efforts of Shelby American in 1966. The new Shelby's had 302 c.i.d. engines, wider wheels, flared fenders, full floating axles, four wheel disc brakes, and full cages.

In 1968, to compete with the Chevrolet 302 with a crossram manifold, Ford embarked on a project to increase the power output of the small block Ford engine. Ford made significant changes to the basic castings. In 1966 and 1967, the best small block Ford block for sedan racing was the "Hi-Po" block. The Hi-Po block, however, had only two bolts retaining each main cap. The Chevrolet block, used in the Z/28 Camaro's, had four bolts per main cap. For 1968, Ford introduced a small block Ford block with four bolts retaining the main caps. Ford aficionados know this engine block by its casting number: C8FE. The Boss 302 block, introduced the subsequent year, is based on the C8FE block.

For 1968, Ford engineers also developed a new high performance head. This head, the Tunnel Port, had two advantages over the 289 hi-po head: 1) straighter runners, and 2) larger valves. Theoretically, a Tunnel Port engine should compete well with the small block Chevrolet engine. However, in competition, the tunnel port was un-reliable.

Fucci and Zuidema, at Harr Ford, made all the right decisions for 1968. They elected not to adopt the new Tunnel Port heads. They stuck with their well-known 289 hi-po heads that were initially ported by *Valley Head Service*. Before the 1968 campaign began, Robert Arego made additional modifications to the heads. In addition, Zuidema modified the Holley carburetor. The modifications to the carburetor were necessary to run a "special blend" of fuel provided by Holman Moody. According to Fucci, the Holman Moody "special blend" included aviation fuel mixed with Sunoco race fuel. The results were twofold. The car was quick coming out of the corners, and more importantly, it was extraordinarily reliable. Tony's friend Wayne Smith recalls that the Shelby used fuel from 55 gallon drums from Holman Moody rather than fuel from the pumps at the track.

In 1968, the Shelby ran in five regional events in Area 1. It was victorious all five events. Tony Fucci drove in four of the Area 1 events. Robert Arego drove in the Area 1 race at Lime Rock Park on June 15, 1968. Fucci's four victories earned him (and the Shelby notchback) his third consecutive Area 1 Championship.

Thompson Raceway, in Thompson, CT, had experienced some difficulties in 1966 and 1967. In 1968, new owners took control of Thompson. The new owners remodeled the facility. On May 26, 1968, the SCCA held its first event at the new Thomson facility. The weather was cool and windy. The cold temperature was not a problem, but the wind caused an unexpected side effect. New vegetation had not been planted on the mounds adjacent to the remodeled portion of the track. So, on that windy day, sand

was blown across the race track. The New England Region newsletter, *Pit Talk*, reported:

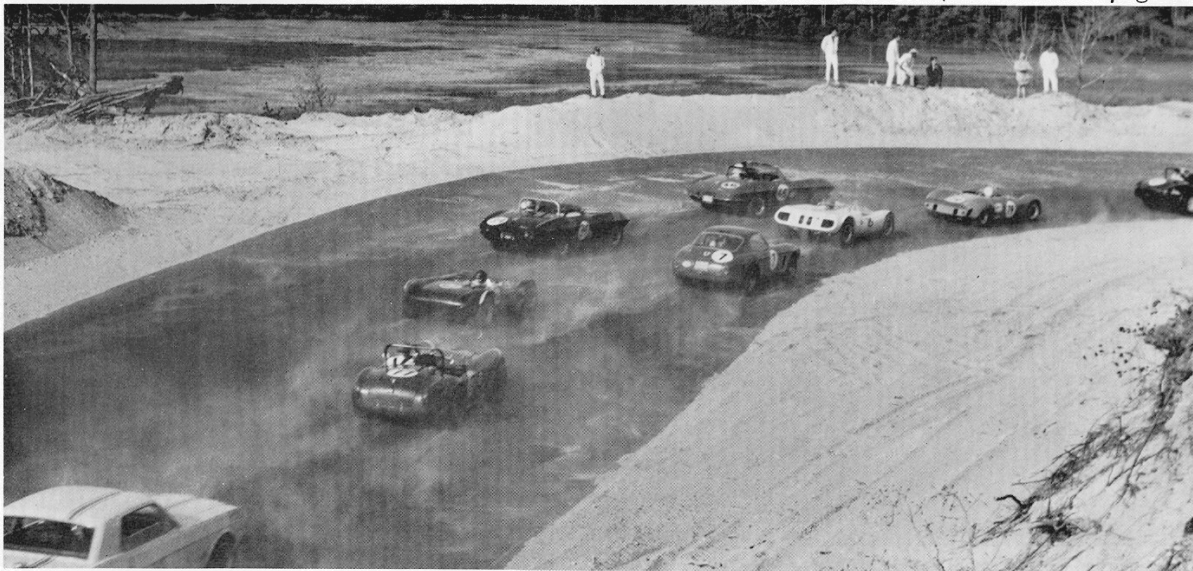
"Much of the new 1.6 mile course, particularly around the esses where the track swings left off the oval, is bordered with fine-as-talcum sand! The wind played havoc with it, keeping gritty clouds flying and covering the track faster than the corner workers could sweep it off. The result was slippery surface conditions compounded by visibility that was reduced, at times, to less than 100 feet!"

Pit Talk, July 1968.

Despite the sand, cool temperatures, and wind, 8000 spectators came out to support the track and to see some great racing.

Formula Vees kept this up throughout both their races. Must be some combination of torsion-bar suspension, rear weight bias, verve, and big bump!
Guy Amundsen Photo

Cobra in first in A Prod., Ken Duclos wrapped up B Prod. in his 'vette, and Tony Fucci easily took A Sedan honors in his Mustang.
(Full results — page 10)



The wind blew and the sand flew! Here the big bore boys encounter typical conditions found in the "esses" most of the day.

H. Bostder Photo

SCCA New England Region race, The New Thompson Raceway. May 26, 1968.

Pit Talk, July 1968.

Photo: Henry M. Bostder

In the photo above, Tony Fucci, in the Shelby notchback, enters the esses through the sand clouds, at Thompson Raceway. The through-the-trunk-lid fuel cap can just be seen in the lower left hand corner of the photo. The "racing stripe" on the Shelby is red. Ken Duclos, in a Corvette, is taking the outside line through the esses.

In 1967, in SCCA NED national races, Fucci scored a 1st, a 2nd, a 3rd, and a 4th. In 1968, Fucci set out to win the NED A Sedan championship. This was a big commitment for Fucci. Tony would compete in eight national races in a four-month period. Fucci's first national event was at Cumberland Raceway, in Cumberland MD. (Cumberland Raceway, after a few changes in ownership, is now known as The Rock: Allegheny County Speedway.) On race day, May 11, 1968, the Shelby was flawless. Fucci finished second overall and first in the A Sedan class.

The following week, Fucci and the Shelby raced at Bridgehampton, in New York. In this national race, he needed some luck to win. Bob Grossman, also in a Mustang, led early on, but then Tony got lucky.

"Bob Grossman, driving an A Sedan purple and gold Mustang ('My sponsor owns a body shop.'), was well ahead in the overall standings and looking for someone to dice with when his engine blew after just a few laps."

Competition Press & Autoweek, June 8, 1968

Grossman's misfortune led to Fucci's victory- Tony's second in a row.

Three weeks later, on June 9th, Fucci was competing in a national event at Thompson Raceway, CT. Fucci finished a distant second, but collected valuable points toward the NED national championship.

The thirty-five days between July 6 and August 10 would make or break Fucci's bid to win the NED Championship. The short racing season in the northeast compressed four national races into that 35-day period. The first two of those national events were at Lime Rock Park, CT. Fucci won both.

The following week, on July 28, Fucci was at Steel Cities International Raceway. Steel Cities International Raceway, in Warren, Ohio, is two miles long with only seven turns. The track is mostly flat, and set in a scenic wooded area. (Later, the track was renamed Nelson Ledges Road Course, and is still in use.) With perfect weather, the SCCA national race was well attended.

"... 3000 fans were treated to some close competition over the two mile asphalt course. Perfect 75 degree, blue sky weather was marred only by the choking dust clouds swirling up from the primitive Steel Cities International paddock area."

Mickey Mishne, *Competition Press & Autoweek*, August 17, 1968

At Steel Cities, the Shelby had a rare mechanical issue (The voltage regulator failed frying a wire.). The Shelby had run three races in twenty-one days, so mechanical troubles were not unexpected. Fucci and the Shelby finished third behind, Jim Harrell, in his orange Falcon, and Dick Lang, in his Camaro.

On August 10, Fucci was back at the track in Watkins Glen, NY. With two weeks for Harr Ford to fix the mechanical malady from Steel Cities, expectations were high. Fucci and the Shelby came through with a victory.

Fucci's final national race was at Bryar Motorsports Park, in Loudon, NH. Henry Bostder, editor of Pit Talk, the newsletter of the New England Region of the SCCA, enjoyed the show put on by the big bore run group.

"It is a good thing that the A and B production and A and B sedan race was the last of the day at the New England Region's SCCA national races here at Bryar Motorsports Park today, because like they say in the theater: How do you follow an act like that?"

Henry Bostder, *Competition Press & Autoweek*, September 21, 1968.

Most of the excitement was in the production classes with competitions between 427 Cobra's, in A/P, and between Cobra's and Corvette's, in B/P. In A/S, Fucci had a trouble free run to victory.

The victory gave Fucci and the Shelby six national victories in 1968. The total of six victories is significant. In the SCCA, only the six best finishes, of each competitor, contribute to points total for national championships. With nine points awarded for a win, Fucci scored (the maximum possible) 54 points toward the national championship. Area Editor, Tony Muldoon, described the feat as a "perfect score". He went on to say,

"New Englander Tony Fucci, in a Mustang, dominated A Sedan ... "
Competition Press & Autoweek, November 23, 1968.

Needless to say, Fucci achieved his goal and won the A/S National Championship. The achievement is remarkable because Fucci was competing against newer, far superior, race cars. On November 2, 1968 the Northeast Division of the SCCA had an awards banquet in Washington, D.C.

"On hand to present plaques to the numerous class winners were Mark Donohue and seven-time national champion Dick Thompson...

NE Division drivers who received championship awards at the Mini Convention were: ... A/S, Tony Fucci, Mustang..."

Competition Press & Autoweek, November 23, 1968.

With sponsorship Ford, Shelby, and Holman Moody, and a team that included Gus Zuidema, at Harr Ford, Tony was able, not just to compete, but to win a championship for Ford in 1968. In Tony's words:

"We survived among giants."

Highlights of 1968

SCCA NED AS National Champion

"Perfect Score" of 54 points

6 SCCA NED race wins

Area 1 Championship

In 1968, against great odds (and even greater technology), the Shelby notchback won the NED SCCA A Sedan National Championship. This was one of the few bright moments for Ford racing in 1968. Other Ford teams had "upgraded" to 1968 Mustangs with the 302 Tunnel Port engine. That choice was a disaster for those teams. Tony

Fucci's decision to stick with his 1966 car, and the original heads, was instrumental in his championship-winning season.

Highlights: 1966 - 1968

SCCA NED AS National Champion
"Perfect Score" of 54 national points in 1968
Area 1 Champion 1966
Area 1 Champion 1967
Area 1 Champion 1968
Pole Position: Bryar Trans Am 1966

1969 Race Season

In 1966, 1967, and 1968, the rules for preparation of sedans were the FIA Appendix J specifications. In 1967 and 1968, the SCCA promulgated some additional rules to improve safety and equalize the cars. However, Appendix J was still the specification. For 1969, the SCCA completely changed the rules for A Sedan. The FIA Appendix J was no longer the basis for preparing the sedans.

"In sedan categories a major change is that A Sedan cars will be recognized by SCCA rather than the FIA ... A complete revision of Appendix J derived rules has been approved."

Competition Press & Autoweek, December 1968

So, at the end of 1968, a change in rules by the SCCA, made the Shelby notchback obsolete. That was the bad news for Fucci and for the Shelby notchback.

The good news for Fucci was that Ford was pleased with Tony's performance. Jacque Passino, head of Ford performance, promised to provide a new 1969 Shelby Boss 302 racer to Fucci.

With the 1969 Boss 302 racer on the way, the 1966 notchback was retired from racing. During the three years of competition the Shelby sustained surprisingly little body damage. Fucci recalls that the only damage of note occurred at Bryar, NH. The notchback sustained damage to the driver side from fender. The fender was replaced to race car standards. To this day, the fit of the driver side fender is noticeably less precise than the standard of the factory panels. Also, the "running horse" emblem was replaced, but with the horse running in the wrong direction- good enough for racing. All other panels on the car are original.

FUCCI CHALLENGES PROS IN SPORTS CAR RACING

Tony Fucci, CCD field engineer and New England champion of the National Sports Car Club of America, is eagerly awaiting delivery of his brand-new Selby racing car which is being built on the West Coast. When it arrives, he will spend leisure time rebuilding and getting to know his machine in the hope of challenging professional racing drivers.

Tony won the New England amateur sports car championship for the third straight year at Thompson, Connecticut, in October, after capturing the Northeast Divisional title of the National Sports Car Club of America at the U. S. Grand Prix course at Watkins Glen, New York during the summer.

His championship performances are due not only to his skill behind the wheel, but also to his thorough technical knowledge of his car.

"You don't race for the thrills," says Tony who has been driving in competition for five years. "The motivation is a very close relationship between man and machine. It's very satisfying to make a machine do various things at high speeds."

Tony's initial interest in racing came from the machine and he does most of the design and mechanical work himself. When he buys a car he rebuilds the motor and changes the suspension completely. He built his first Mustang racer in 1964-65, before Shelby had started building cars for road racing and three years ago traded it in for the Shelby American Group II racing sedan (Mustang) with which he won his many championships. Although his old Shelby will soon be replaced with a 1969 model, Tony feels that age is not necessarily a drawback in racing. At Watkins Glen, Tony's



CHAMPIONSHIP PERFORMANCE. Tony Fucci and his sports car winning "A" sedan 1968 National Championship, New England Division, at Watkins Glen, New York.

Mustang was the oldest of seven in the "A" sedan class, but, according to Tony, "You make up for age by the handling qualities of the car."

Ten or twelve years ago, Tony did some drag and stock car racing.

"But," says Tony, "The skill of road racing and its changing situations (hills, bends, reverse turns) really intrigued me."

And it certainly takes skill to control a car at speeds of 150 mph and above.

"You're always frightened at some point in the race," Tony admits. "When you drive a machine to its ultimate limit you should be afraid."

"The difference between the pro and amateur sports car driver is that the pro doesn't touch the car at all. He races for money with the best equip-

ment available . . . engines built for one race only.

"The amateur has to consider the cost. He must be conservative of machinery because it's not a one shot deal."

Tony raced against the pros last year at Bryar Motor Sports Park in New Hampshire and finished fourth right behind the factory teams.

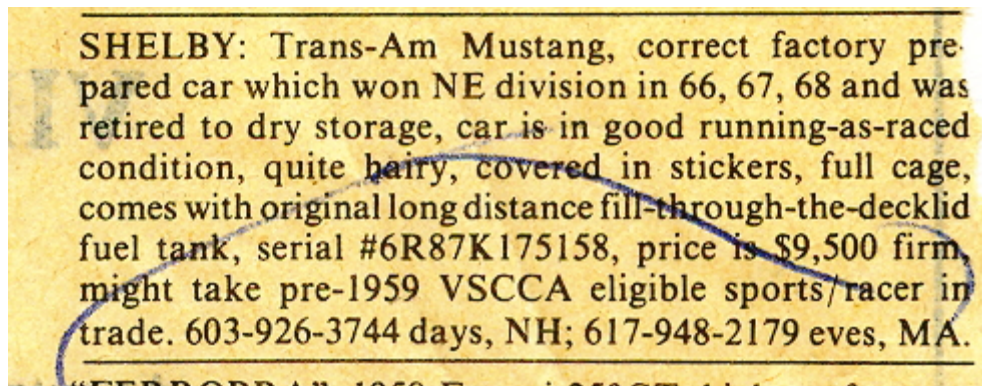
"My equipment wasn't up with the factory cars," he said, "But I knew the course a little better."

When Tony gets his new 1969 car, he and the Harr Company of Worcester which supplies the parts, hope to build a racing machine that will really challenge the pros.

"I'm a pretty fair mechanic," said Tony. "This helps me to know the car and that can be the deciding factor."

Output, 1968. Article courtesy of Rick Smith.

In 1971, Tony Fucci sold the Shelby notchback to Terry M. Bennett, M.D. Bennett kept the car in his collection, in Hampton Falls, New Hampshire. Bennett's car collection included many fine street cars, as well as race cars. According to Bennett, at that time, "No one appreciated these cars. They had very little value". Despite the lack of market value, Bennett provided a home for the Shelby in his collection for a dozen years. During that time, Bennett preserved the Shelby in as-last-raced condition. In 1983, Bennett placed a classified ad in Hemmings.



Hemmings, 1983, page 5782

Stephen Pollock saw the ad. On November 10, 1983, Pollock purchased the Shelby from Dr. Bennett. According to Dr. Bennett, the Shelby only brought \$6,500 when sold.

Stephen Pollock took an interest in the history of the notchback. Pollock corresponded with Tony Fucci, other owners of 1966 Shelby notchbacks, and with Rick Kopec, president of SAAC. Much of what is known about the history of this, and other Shelby notchbacks, is due to the efforts of Stephen Pollock and the other owners during that period.

Pollock stored the notchback at Tony Conover's shop in Hanover, PA. In 2000, Pollock decided to sell the Shelby. On behalf of Stephen Pollock, Tony Conover placed an advertisement in the SAAC newsletter, *Snakebite Bulletin*. The current owner saw the advertisement in the April 2000 issue. Howard Pardee, SAAC registrar for 1965 and 1966 Shelby's, authenticated the notchback. On September 13, 2000, the current owner purchased the Shelby from Pollock.

The original engine, clutch, and transmission have been removed from the car for safe keeping. The original transmission is an aluminum-cased Richmond T-10 with a Ford bolt pattern and a Ford 1 1/16 inch, ten spline, input shaft. It is a rare piece.

The repairs to the notchback have been completed. The car has not been restored- just repaired. A new 289 small block Ford engine including the Shelby dual quad manifold has been installed. A toploader transmission transmits the power through the original driveshaft to the original small-bearing rearend. Note that the FIA papers for the car indicate either of two transmissions, a T10 or a Ford toploader.

The original 1968 SCCA stickers, indicating that the car passed pre-race scrutineering by the Technical Inspectors, remain on the role hoop. The "tech stickers" are rather tattered, as you would expect after 40 years. In general, the interior has benefited from the Notchback retaining its original roll up windows. The headliner and dash are original and in excellent condition.





Shelby Notchback #4 at the Amelia Island Concours, March 2008.

Photo: LHS



Shelby Notchback #4 back on the track for the first time in 40 years. Sebring International Raceway, March 2008. Photo: LHS

In March 2008, the Shelby took to the track for the first time in 40 years. The car performed well- with only minor glitches. For example, the tachometer failed and the rear tires rubbed on the leaf springs during cornering. The Shelby finished the race and continued its tradition of reliability.

In September 2008, the notchback participated in another event at an airport track. The Shelby ran with the Historic Trans Am group at General Racing's Coronado Speed Festival. Once again, the Shelby performed solidly and reliably- finishing every lap.

In 2009, the Shelby Notchback was invited to participate in General Racing's 36th and final Monterey Historic Automobile Races. At the 2009 Monterey Historics, the Shelby was grouped with other SCCA race cars from the 1963 through 1966 era. These cars included Corvettes, Cobras, Tigers, XKEs, and Mustangs. The Shelby performed well and, of course, finished every lap.

36TH ROLEX MONTEREY HISTORIC AUTOMOBILE RACES



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The start of the 2009 Monterey Historics. Photo: Kyle Burt



Turn 11 at Laguna Seca. Monterey Historics 2009. Photo: Stephen Cooper