

is of Parsons Stiles (Miami, as destroyed gine, title and tag to 2387, at the car had ly known and sold 2387 (as rsted race the oke American advertised in tree induction 18,000 miles. sau, wires, F- pictured with well. The car urg, MS) and ded were cus- istry. Donald the paperwork was actually later. By the tasy Junction, red/black with Barnes (CA), years later, it; Webers, and d 3232 in the p. 64; and in d 14.

merican 4/7/64. er." CSX 2388 (Bristol, VA) as f" (\$5,195.00); and a luggage ar view mirror oll bar, silver 60.25. The car s still in Ron's nty repair was by the mid '70s, e car, following umbered 2388 ight-hand-drive nd dashboard, nneau, Smiths race gas filler late "1964 AC," imacy, as it did about it. It was n Rose (ENG), s it was felt that t, the right side /American, Inc. 1988, as opposed Cobras. [Note: as not generally s paperwork is

shelby American yhanger." 2389 es (Charleston, \$5,195.00); with d a luggage rack 735.00. The car nclear whether ad financial diffi- own, the Shelby allowed to return ed on 10/13/64, (Pittsburgh, PA), n 12/31/64 for a i 2/23/65. Finally -invoiced for the is said to be Les school (Erie, PA) ing which it was paired it using a s purchased by s, was blue with was acquired by with the OH plate rded from the original ard, where they to Bill Kemper bra Performance ation that the car rial balloon being sedonym Fred ar's frame as well sso mysteriously n PA retained the is the other parts

2390. Red/black interior. Invoiced to Shelby American 4/7/64. Shipped to L.A. 4/10 aboard the "SS Hoyhanger." 2390 was invoiced on 6/22/64 to Paul Swanson, Inc. (Los Gatos, CA) as "1 Cobra-Ford, chassis # CSX2390" (\$5,195.00); with Class "A" accessories, including WSW tires but without a luggage rack (\$250.50); antifreeze (\$3.55); an outside rear view mirror (\$4.20); and freight (\$80), for a total of \$5,533.25. The car was tracked to Swanson's. Its original owner was Herb Wyman (Los Gatos, CA) who sold the car in 7/71 to John Francis of Damerow Ford (Beaverton, OR). Nothing more was heard of 2390 until 12/87, when it was offered for sale in Switzerland. New owner(s) were unknown to SAAC as of this writing.

2391. Red/black interior. Invoiced to Shelby American 4/7/64. Shipped to L.A. 4/10 aboard the "SS Hoyhanger." 2391 was invoiced on 7/7/64 to University Motors, Inc. (Seattle, WA) as "1 Cobra-Ford, chassis # CSX2391, Red/black" (\$5,195.00); with Class "A" accessories, including WSW tires but without a luggage rack (\$250.50); 5 chrome wheels (\$105); a radio and antenna (\$45.50); and antifreeze (\$3.55), for a total of \$5,599.55. The car was picked up at Shelby American. Its first known owner was Roger Williams (address unknown) who is reported to have brought the car to Europe between '67-'68. When Williams returned to the US, 2391 was sold to Dr. Jim C. Carlisle (Sacramento, CA). He offered the car for sale in the summer of '74: "Cobra 289. Original mint condition throughout. Factory hard top and soft top. Spare side curtains, tonneau cover, mitten [car cover], chrome wire wheels. Always garaged. \$7900." Chris Gruys (Santa Monica, CA) purchased 2391 in 7/74 and added a removeable chrome roll bar. For sale again in '79, the car was sold to, or consigned at, Motoring Classics (Los Angeles, CA) where it was available for \$35K. It was purchased by a foreign buyer and shipped to England, where it was advertised for sale in 7/85 as having "new red" paint with black leather by Chris Drake Collector Cars (Herts, ENG). Showing 32,000 miles, 2391 was sold to Frieherr von Seydlitz (GER) and taken to the ACOC meeting at the Nurburging (GER). By '92, the car sported a permanent roll bar, an oil cooler scoop, a hood scoop and amber parking light lenses, retaining its red/black color scheme and 6" chrome wires.

2392. Red/black interior. Invoiced to Shelby American 4/9/64. Shipped to L.A. aboard the "SS Ebre." 2392 was invoiced on 7/17/64 to Crown Ford Inc. (Nashville, TN) as "1 Cobra-Ford, chassis # CSX2392, Red/black" (\$5,195.00); with Class "A" accessories, including WSW tires and a luggage rack (\$290.50); antifreeze (\$3.55); 5 chrome wheels (\$105); a radio and antenna (\$45.50); and freight (\$255), for a total of \$5,884.55. The car was delivered to TN via Shelby truck. Its earliest known owner was Robert Barey (Corpus Christi, TX), who had possession of the car in the early '70s. According to the "Escape Road" column in the 2/4/85 issue of *Autoweek*, the Cobra was bought by an unidentified party in Orlando, FL, whose girlfriend later rolled it. Advised of the car by his mailman, Gordon Bender (Lakeland, FL) purchased it in '76, the former owner having been "anxious to rid himself of the last remnant of an unfortunate experience." Bender restored 2392, adding rounded flares like that found on CSX 2126 in the process of straightening the bodywork. He brought it to SAAC-2 (Hershey) 7/77, redone in Guardsman Blue, with white stripes, a hood scoop, and 6" chrome wires. 2392 took 1st place in the concours at the First Annual SAAC Florida meet (Orlando) '77, and tied for "Best of Show" at the '79 Carolina SAAC fall meet. The car was sold to an unknown buyer, circa '85, and was subsequently modified by Bill Murray (Longmont, CO) with enlarged flares, Halibrand wheels, a roll bar, a hood scoop, an oil cooler scoop and a modified race dashboard with new gauges and a Shelby American ID plate affixed to the right side. Painted blue with white LeMans stripes and twin, narrow red stripes over the front fenders, 2392 was reportedly sold to Japan in '89. The car was pictured in *The Marque*, vol. 2, #5, p. 6 (mis-identified as 2353); the *Shelby American*, vol. 4, #6, p. 37; and P. Hazan's *AC Cobra 260-289-427*, p. 68.

2393. Silver/red interior. Invoiced to Shelby American 4/7/64. Shipped to L.A. 4/10 aboard the "SS Hoyhanger." 2393 was invoiced on 8/18/64 to Burton Motors (Sacramento, CA) as "1 Cobra-Ford, chassis # CSX2393, Silver/red" (\$5,195.00); with Class "A" accessories, including WSW tires but without a luggage rack (\$250.50); antifreeze (\$3.55); and double asbestos roll sheeting on the firewall (\$25), for a total of \$5,474.05. The car was delivered to Sacramento by Hadley, a commercial trucking company. Its original owner was Jay G. Phelps, for whom Burton Motors requested a dash plaque on 9/23/64. In the spring of '65, 2393 was in the Berkeley area, and an unspecified warranty repair was handled at Lafayette Auto Sales Co. (Lafayette, CA). The car migrated to MN soon thereafter, where it was purchased by Warren Ajax (Minneapolis, MN) and later, John Eaton (Minneapolis, MN). Gerald Ehardt (Bloomington, MN) purchased it circa '73, and advertised it in 2/74: "1965 Cobra AC 289. Black with red interior. Excellent condition. Asking \$8300." He sold it to Tom Warth (Marine-On-St. Croix, MN). By '79, the car showed roughly 67,000 miles, and used the MN plate "COBRA." Warth, founder of Classic Motorbooks, the largest automotive related mail order book seller in the country, drove 2393 to SAAC-17 (Portland) 7/92, covering some 2,000 miles in the process and boosting the

car's odometer to the 91,000 mile range. 2393 has been pictured in several Classic Motorbooks catalogs, as well as the *Shelby American*, vol. 5, #5, p. 37; #61, p. 34; and *Mustang Does It*, p. p. 66.

2394. Silver/black interior. Invoiced to Shelby American 4/9/64. Shipped to L.A. aboard the "SS Ebre." 2394 was invoiced on 8/3/64 to Bridenthal Ford, Inc. (Greensburg, OH) as "1 Cobra-Ford, chassis # CSX2394, Silver/black" (\$5,195.00); with Class "A" accessories, including WSW tires, less luggage rack (\$250.50); antifreeze (\$3.55); a Landau hard top (\$169); deluxe side curtains (\$77); 5 chrome wheels (\$105); an outside rear view mirror (\$4.20); a radio and antenna (\$45.50); and freight (\$285), for a total of \$6,134.75. The car was delivered to OH via Shelby transporter, but was refused by Bridenthal Ford and returned to Shelby American. Bridenthal was issued a credit memo for the car on 10/2/64. Two weeks later, 2394 was invoiced to Harr Ford, Inc. (Worcester, MA), minus the hard top and side curtains, at a total price of \$5,300.00. Harr eventually paid less for the car, however, as it needed repairs, which may explain Bridenthal's earlier refusal to accept delivery. Harr billed Shelby American on 11/19/64 for repairs to the car's transmission and radio, and on 11/23/64 to "repair/refinish right front fender, door, and rear fender," noting that there were ice pick holes on the right side of the car and the soft top was torn. Harr apparently retailed the car once it was repaired, but the buyer is unknown. In the early '70s, Jon Hunziker (Howell, MI) owned 2394, advertising it for sale in 8/73: "'64 AC Cobra. Completely restored to concours condition. Rare Cobra twin quad intake manifold; Vertex magneto; wire chrome wheels with new radial tires; new top and panel cover; blue with black leather; very fast. \$8500." In 11/73, the car was purchased by Bob Heller (Cedarville, OH), who added new chrome wires, Webers, an oil cooler and a new hard top by '75. By the late '80s, Halibrand wheels had replaced the wires and the car was light blue metallic with black upholstery. Its last known OH license plate was "83 PH."

2395. Silver/black interior. Invoiced to Shelby American 4/7/64. Shipped to L.A. 4/10 aboard the "SS Hoyhanger." 2395 was invoiced on 7/17/64 to Culver Motors (Culver City, CA) as "1 Cobra-Ford, chassis # CSX2395, Silver/black" (\$5,195.00); with Class "A" accessories, including WSW tires, less luggage rack (\$250.50); antifreeze (\$3.55); 5 chrome wheels (\$105); a large oil pan (\$85); and an outside rear view mirror (\$4.20), for a total of \$5,643.25. The car was picked up at Shelby American. 2395's original owner was a pilot for "Air America," which was another way of saying he was employed by the CIA. The Cobra was placed in storage (Miami, FL) early in '65, and shortly thereafter its owner was imprisoned outside the USA. The storage bill mounted until, with no indication of when, or if, the car might be claimed, it was purchased for the unpaid storage charges by John Stiles (FL). The car was driven from FL to Parsons College (Fairfield, IA) in '67 and sold to one of Stiles' fellow students and house-mate, Sandy Smith (Menomonee, MI). Smith repainted the car dark blue with orange stripes and had the 289 engine balanced and blueprinted. Fellow students at Parsons recall that Smith had a number of mishaps with the Cobra, including a kicked-in passenger door, a parking lot adventure that slightly bent the nose, a missed turn that resulted in the car's taking out a mailbox post with the right rear quarter panel, and an excursion across a vacant lot by Smith's girlfriend, Patty Bowers, that left the car suspended in the air, seesawing atop a parking barricade made from a telephone pole. Following these incidents, Smith had the car repainted back to its original silver by a local policeman who moonlighted in auto body repair. In the early '70s, Smith's mother, upset by the steady stream of repair bills being sent home, ordered that the car be sold. John Kaufman was hired to sell the car, his job complicated by the fact that Smith, in anger, gave him the title to a '54 Chevy sedan rather than that of the Cobra. Kaufman advertised 2395 in 9/72: "AC Cobra 289. Silver with black interior. Excellent condition throughout. New 205 Pirellis on chrome wires. Hard and soft tops. \$6800." Unsold, the car was consigned to Ken Young (Green Bay, WI) by Smith's mother, whose other son was Young's college roommate. Young flogged the car for a month while attempting to find a buyer. One eventually emerged in Travis Denzler (Duluth, MN), who paid \$6500 for the car in 4/73. Denzler, who reportedly lived at the end of a long dirt road, advertised the car for sale in 2/84 with 53,000 miles at \$47K. CSX2395 was purchased several years later by George Stauffer/Stauffer Classics (Blue Mounds, WI), who noted that, although the car was pretty original, "it was full of sand." Stauffer sold the car to Roy Walzer (CT), who sent it to Cory Gehling/Collector's Choice (Dane, WI) for a body-off restoration in '89. The car emerged in '91, repainted in a modified Acapulco Blue with black leather, 6.5" FIA Halibrand reproductions; 2-4" s, a side-exit exhaust, and an odometer reset to zero. For sale through the Gullwing Service Group (MA) in '93, 2395 was bought by Andrew Kettler (New York, NY). It was resold the following year to Robert Yung (NH). The car was pictured in the 12/73 SOA newsletter, p. 18; and *Car Collector*, 12/79, p. 45 (lower left).

2396. Bright Blue/black interior. Invoiced to Shelby American 4/7/64. Shipped to L.A. 4/10 aboard the "SS Hoyhanger." 2396 was invoiced on 5/27/64 to Leslie Motors (Monteary, CA) as "1