

CERTIFICATE OF TITLE

STATE OF OKLAHOMA

VEHICLE IDENTIFICATION NUMBER CSX2105	YEAR 1963	MAKE FORD	TITLE NO. 091002197004A
BODY TYPE R0SI	MODEL ACCB	F.D. PRICE	DATE 1st SOLD 08/15/2002
AGENT NO. 5595	T.D. PRICE	ODOMETER EXEMPT	TYPE OF TITLE CLASSIC ADD LIEN
NAME AND ADDRESS OF VEHICLE OWNER SHOWCASE MOTORSPORTS 528 W HWY 152 MUSTANG OK 73064			LOSS OR SALVAGE

THIS VEHICLE IS SUBJECT TO THE FOLLOWING LIEN(S):

08/15/2002 12:00 AMERICREST BANK

It is hereby certified that according to the records of the Oklahoma Tax Commission, the person named hereon is the owner of the vehicle described above which is subject to a lien(s) as shown; however, the vehicle may be subject to other liens or security interests.

CONTROL NO.

22692241

(This is not a title number)

022275595A8020



VOID IF ALTERED

FLARED

what chassis # was hiding under which car. As a result 2104 went to Allen County Motors (Ft. Wayne, IN) with a title describing it as CSX2112. Sold by Allen County to an unknown original owner, the car was traded in at Pete Fall Ford (Elkhart, IN) in early '64. It was next acquired by Kinler Homes Corporation for Rozella Ruch on 4/6/64 at a price of \$5,600. Ruch moved to Kailua Kona, HI in the early '70s and brought 2104 with her. Upon her death in '88, her husband Morris decided to sell the car. Walt Wilkinson (CA) purchased it in 1/89 with 9,159 miles on the odometer (wondering, no doubt, about a title calling it CSX2112) and returned it to CA for a complete restoration. With its title problems cleared up by the CHP, and repainted in its original Guardsman Blue with black trim, 2104 was purchased by George Raterink (CO). It was then purchased by Robert Nelson (Sioux Falls, SD), editor/publisher of "Deals on Wheels." The car has retained its original top, tonneau, jack, and grease gun. [A fraudulent car claiming to have been built from "parts of 2104" was reported to have surfaced in Munich, Germany in '94; it is a true air-car, and, if it hasn't already been junked, should be given absolutely no credence.]

2105. Bright blue/black interior. Invoiced to Shelby American 4/1/63. Shipped to N.Y. 4/4/63 aboard the "SS Vlist." 2105 was invoiced on 6/5/63 to Coventry Motors (Walnut Creek, CA). The earliest known owner of the car, William Nicholas (CA), acquired it in the late '60s or early '70s. At that time he described the car as being blue, with black upholstery, side-exhausts and a modified 289 engine. Thereafter, the car may have been severely damaged, as Lynn Park (LaCanada, CA) reported obtaining an entire rear clip from what he said was 2105, leading him to conclude that the car had been completely parted out. It is possible, however, that if a secondary VIN from the trunk latch was the only reference point, it may have been switched earlier and another car altogether might have sacrificed its rear clip or been parted out. CSX2105 appeared at SAAC-1 (Oakland) 8/76 in the same condition as described by Nicholas previously, with enlarged flares, wide chrome wire wheels, a black roll bar and the yellow-on-black CA plate "CCZ 897." Purchased, circa '78, by Ed Braith (San Ramon, CA), the car has since been reupholstered in black leather and repainted black, and has received substantial new chrome work as well as a rebuilt engine.

2106. Bright blue/black interior. Invoiced to Shelby American 3/18/63. Shipped to L.A., 2106 was invoiced on 6/22/63 to Metke Ford Motors, Inc. (Bellevue, WA). A dash plaque was ordered on 6/23/64 through Metke for Frank E. Ward. The car's next known owner was Mike Ward (CA), who owned it in the early '70s. In '74 it was purchased by Bill Hollvas (WA) who rebuilt the car when it had a reported mileage of approximately 160,000. Using the front end from a wrecked 289 Cobra which was bought for parts from Northwest Auto Wrecking (Seattle, WA), Hollvas changed 2106 to rack-and-pinion steering. (Regrettably, the donor-car's VIN was welded over, so there is no way to tell what car ended up in the wrecking yard. The worm-and-sector front end was sold to Lynn Park of LaCanada, CA for use in the restoration of another early car.) John Alken (Vancouver, WA) acquired 2106 circa '80. Given a complete restoration, the car was repainted black. Featuring 6" painted wires, large round Cobra badges and the WA license plate "Cobra 1," 2106 was pictured in a '84 color poster entitled "Muscle" and in the *Shelby American* #46, pp. 5, 35. It also won 2nd place in the concours Cobra class at SAAC-9 (Anaheim) 8/84. Shortly after the convention, Alken received an unsolicited check in the mail in the \$50K range from Rick Cole (CA), with the note "Accept or reject" on it. Once Alken cashed the check, the car went to Cole and was re-sold to his accountant, Jeffrey S. Gilbert (Sherman Oaks, CA).

2107. Bright blue/black interior. Invoiced to Shelby American 4/1/63. Shipped to N.Y. 4/4 aboard the "SS Vlist." 2107 was invoiced on 6/26/63 to Coventry Motors (Walnut Creek, CA). While the car was believed to have been sold new through Coventry, it found its way to Texarkana, AK soon thereafter, and was purchased from the local Ford dealer there in '65 by William H. Pine (AK). Pine sold it a year later through an ad in the *Wall Street Journal* to Okmulgee Ford (Okmulgee, OK). Bruce Hull (CA) purchased it from them and registered it with the CA plate "XVC 323." Hull advertised it in the 7/69 issue of *Road & Track*: "1963 Cobra 289, 14,000 actual miles. Completely original and immaculate throughout. Never raced. \$4500 or offer." The car's new owner, David Little (OH), drove 2107 home and parked it in his den. It has seen few additional miles since its purchase. As of '95, 2107's odometer showed a total of 21K miles, and the car remained Guardsman Blue with black trim, 5.5" painted wires and subtle white pinstriping along

Increasingly wide rubber at the rear of the car led to the complete removal of the flared section of the rear wheel openings. Eventually most of the rear fender area was replaced with small, fiberglass flares. Becoming the AHRA National Record holder in E-Sports and E-Sports modified, Tarrant reportedly won over 300 races and earned 5 world records before retiring the car in '75. In '80, French Hickman (Midwest City, OK) purchased 2108, by now repainted in a darker blue with black leather. He sold it to Ron Stames and Jim Wicks (Vinita, OK) in '87 and the car appeared at the Scottsdale, AZ auction 1/89. Bid to the mid-\$150K range, it was sold to Stauffer Classics (Blue Mounds, WI) who restored the rear quarters to their original configuration and installed 5.5" chrome wires. Traded to Steve Juliano (Pelham Manor, NY) in a GT40 deal, Stauffer later bought the car back and gave it a "nut and bolt" restoration during '91-'92, painting it Princess Blue, with black leather, round-off rear flares, 6.5" FIA Halibrands, a roll bar, hood scoop, side pipes, quick-jacks and Webers. CSX2108 was pictured in the 6/89 issue of *Super Ford*, p. 28; the 7/89 issue of *Fabulous Mustangs*, p. 42; and again in the 5/92 issue of *Super Ford*, p. 48 (L. middle). In '94 the car was sold to David Trueman (Jeanette, PA) who intended to campaign it at vintage racing events.

2109. Princess Blue/red interior. Invoiced to Shelby American 4/1/63. Shipped to N.Y. 4/4 aboard the "SS Vlist." 2109 was invoiced on 6/5/63 to Tasca Ford (E. Providence, RI) and was used as Bob Tasca's personal car during most of '63, painted a heavy metallflake red. It was sold to Larry MacAlister (MA) early in '64, still metallflake red with a red interior and most Class "A" accessories, such as a heater, bumper guards, wind wings, a luggage rack and a radio. During MacAlister's ownership, 2109 was drag-raced under the sponsorship of Harr Ford (Worcester, MA), driven by Gus Zuidema. It was modified at Harr with the addition of a hood scoop, custom roll bar, black hard top, a scattershield, 4.89 gears, Stewart Warner electric fuel pump, Webers, racing shocks, headers, aluminum radiator, a dash-mounted tach and a trunk-mounted battery. Thereafter, 2109 was campaigned during '64 in Street Stock Production, regularly turning ETs in the 11.6-11.7 range with trap speeds in the 120's, among the fastest times in the country. [See *Cars* magazine, 1/67, p. 35.] The twenty wins achieved that summer earned Zuidema a shot at the '64 Nationals held at Indianapolis. Concerned about the legality of later, '64 Hi-Po heads on a '63 car, Zuidema intentionally hesitated at the line in the finals against Ed Terry in the factory car, but achieved a moral victory by running a lower ET and faster top speed, only to learn afterwards that his later heads were entirely legal. MacAlister, following the '64 season, converted the car to road-race specs, while Zuidema drag-raced a 427 Cobra for the Harr Ford dealership. Between '65-'68, 2109 was road-raced and autocrossed, successfully defending itself on three occasions against challenges from George Butler, of Butler Chevrolet, in CSX2156, to see who had the fastest Cobra in Worcester, MA. In '68 the car was sold to William Maxwell (MA), who added an oil cooler and replaced the spline-drive rear wire wheels with hubs and steel rims having a Ford bolt pattern. It was reported that Maxwell enjoyed street racing sufficiently to leave the car in different shades of primer, hoping that the car's shabby appearance was less likely to attract the attention of the police. Maxwell stopped driving the car at some point in '69, moving it into a new house in '73 through a hole cut in the basement wall and storing it on blocks until its discovery and subsequent purchase in '88 by Forbes "Toby" Anderson (MA). After a restoration that lasted some 4 years, 2109 was driven again for the first time in 19 years in 9/92. Repainted in its earlier color scheme of metallflake red with red trim, using 5-spoke American wheels, a hood scoop, an oil cooler scoop and a roll bar, the car appeared at the '92 Lime Rock (CT) Vintage Fall Festival. The following spring, it was sold to Chris Gruys (Santa Fe, NM).

2110. Princess Blue/red interior. Invoiced to Shelby American 4/18/63. Shipped to L.A. 4/19 aboard the "SS Loch Gowan." 2110 was invoiced on 6/22/63 to Ben Alexander Ford (San Francisco, CA). It was advertised for sale in the spring of 1973 by Robert Johnson of Davis, CA, who was said to have been the car's third owner: "Cobra '63. Mint condition. Red lacquer, leather seats, chrome roll bar, Michelin tires, fast and beautiful, \$5,000, sacrifice." The car was sold and shipped to England in the spring of '74. Two years later, it was sold through Nostalgia (Hertfordshire, ENG) to M. Crowther (ENG) and registered with the plate "191KOB." For sale again in '81 with 40K miles, 2110 was purchased by Philip Poels (ENG). In the mid-'80's it was sent to Germany and sold to J. Van Heede. By this time the car was Guardsman Blue/black, having lost its former roll bar, with 6" chrome wires and large round Cobra badges. Although side

unknown). The car's first owner was said to have been Bill Haskell, who reportedly bought it through Cecil Whitebone Ford (San Francisco, CA). Pat Colletti (AZ) purchased the car in '72 and advertised it shortly thereafter: "63 COBRA 289 CSX2111. 10,300 miles. Mint condition, factory original. Every accessory. One owner. \$10,000." The next known owner was Gene A. Littler (Rancho Santa Fe, CA) who registered it using the plate "63 COBRA." Littler sold 2111 early in 1985 to Edward R. McNeilly (CA), with approximately 18K miles on the odometer. In the fall of '86 the car was shipped to Switzerland. It was purchased in 1/87 by Samuel Wittwer (Berne, SWI). Present at several ACOC events, the car was Princess Blue with beige trim, 6" painted wires, large round Cobra badges and used the Swiss plate "BE-421755." Wittwer reported early in '97 that, "after ten years of happy ownership, I've sold CSX2111. The new, and hopefully happy as I was, owner is Didier Burgisser (Geneva, SWI)."

2112. Vineyard Green/beige interior. Invoiced to Shelby American 4/1/63. Shipped to N.Y. 4/4 aboard the "SS Vlist." 2112 was invoiced on 6/5/63 to Tasca Ford Sales (E. Providence, RI). Shortly after receiving this car, 2104, and 2109, Tasca told Shelby American that they no longer wished to be a Cobra dealer (although Bob Tasca apparently determined that he did wish to continue to drive 2109). Once they were picked up from Tasca, 2104 and 2112 were stored temporarily at White-Griffith Ford (Hicksville, NY). Although scheduled to be sold to Allen County Motors (Ft. Wayne, IN), their representative was given 2104 instead and White-Griffith purchased 2112 on 8/15/63. The car's first known owner was Ron F. Pimally (NY) who reported in the early '70s that the car was still dark green with 5.5" painted wire wheels. Ed Waterman, a dealer in the DC area, purchased it circa '74 and it appeared for sale at a price of \$7850. In '75 it was bought by Robert F. Stewart (DC), who sold within a year to Jim Gould (MO). Gould restored 2112 and repainted it black. He brought it with him (Golden, CO) when he moved in the early '90's.

2113. Vineyard Green/beige interior. Invoiced to Shelby American 4/16/63. Shipped to L.A. 4/19 aboard the "SS Loch Gowan." 2113 was invoiced 6/11/63 to Burton Motors (address unknown). In '68, it was purchased from the original owner by Jim Copland (CA) with some body damage to the right rear sheetmetal. A new quarter panel was fitted and the car was repainted its original dark green. Over the next 25 years, Copland kept the car in stock condition with 5.5" painted wires, large round Cobra badges, a Rotunda tach, T-handle hood latches and the yellow-on-black CA plate "MZR 793." By '93 the car had accumulated over 80K miles and was still happily running its original 289 engine.

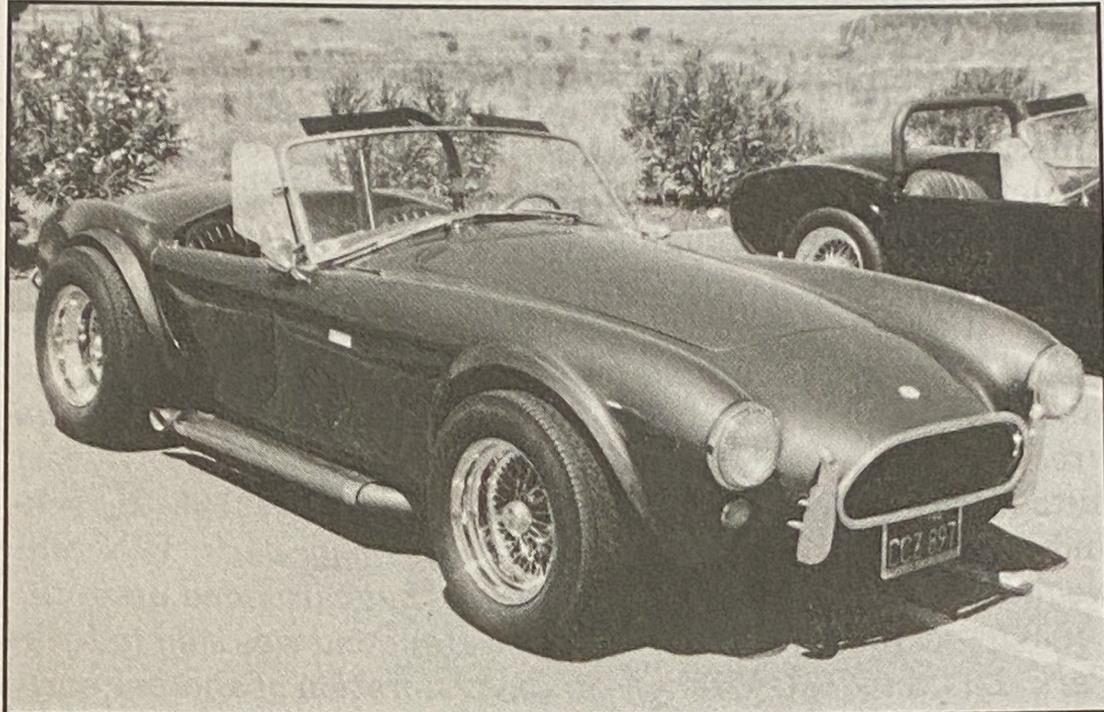
2114. Vineyard Green/beige interior. Invoiced to Shelby American 4/16/63. Shipped to L.A. 4/19 aboard the "SS Loch Gowan." 2114 was invoiced on 6/26/63 to Coventry Motors (Walnut Creek, CA). It was purchased new by Max Hartley (CA), who registered it with the CA plate "CDA 690" and advertised it for sale in 6/81: "AC Cobra 289, CSX2114. 1963. Good original condition. Engine overhauled. Price reduces \$200 per day until sold, starting at \$50,000, June 3. Original owner." It was purchased by Rolf Versen (GER) in the mid-\$30K range and exported to Germany, where it was sold two years later to Dr. Jurgen Bier (GER). As of the mid-'80s, the car was still green/beige, with 5.5" painted wire wheels, and used the German plate "AC-C-8." Unfortunately, circa '87, the car was involved in an accident when Dr. Bier's son was at the wheel, resulting in heavy front end damage. It was restored by Brian Angliss at AC Cars using a new skin, new upholstery, a fresh 289 and 6" painted wires. Repainted dark green with black trim and side vents, 2114 has been a frequent participant in ACOC events in Europe.

2115. Vineyard green/beige interior. Invoiced to Shelby American 4/18/63. Shipped to L.A. 4/19 aboard the "SS Loch Gowan." 2115 was invoiced 6/22/63 to Metke Ford Motors (Bellevue, WA). It was sold new to William C. Doyle, for whom a dash plaque was requested on 6/23/64 through Metke. Clark Marshall (WA) was known to have used the car at a drag strip he owned in the Seattle area before its sale to Steve Payne (WA) in '77, by which time side vents had been installed. In '82 the car was purchased by Greg Payne (Seattle, WA). As of the late '80s, it had been repainted blue with white stripes and featured black leather, 5.5" painted wires and a hood scoop. Its WA plate was "AXN-210."

2116. Bright blue/black interior. Invoiced to Shelby American 4/16/63. Shipped to L.A. 4/19 aboard the "SS Loch Gowan." 2116 was invoiced on 6/18/63 to Burton Motors (address

SAAC REGISTRY No 3
Corrected in Edition 4

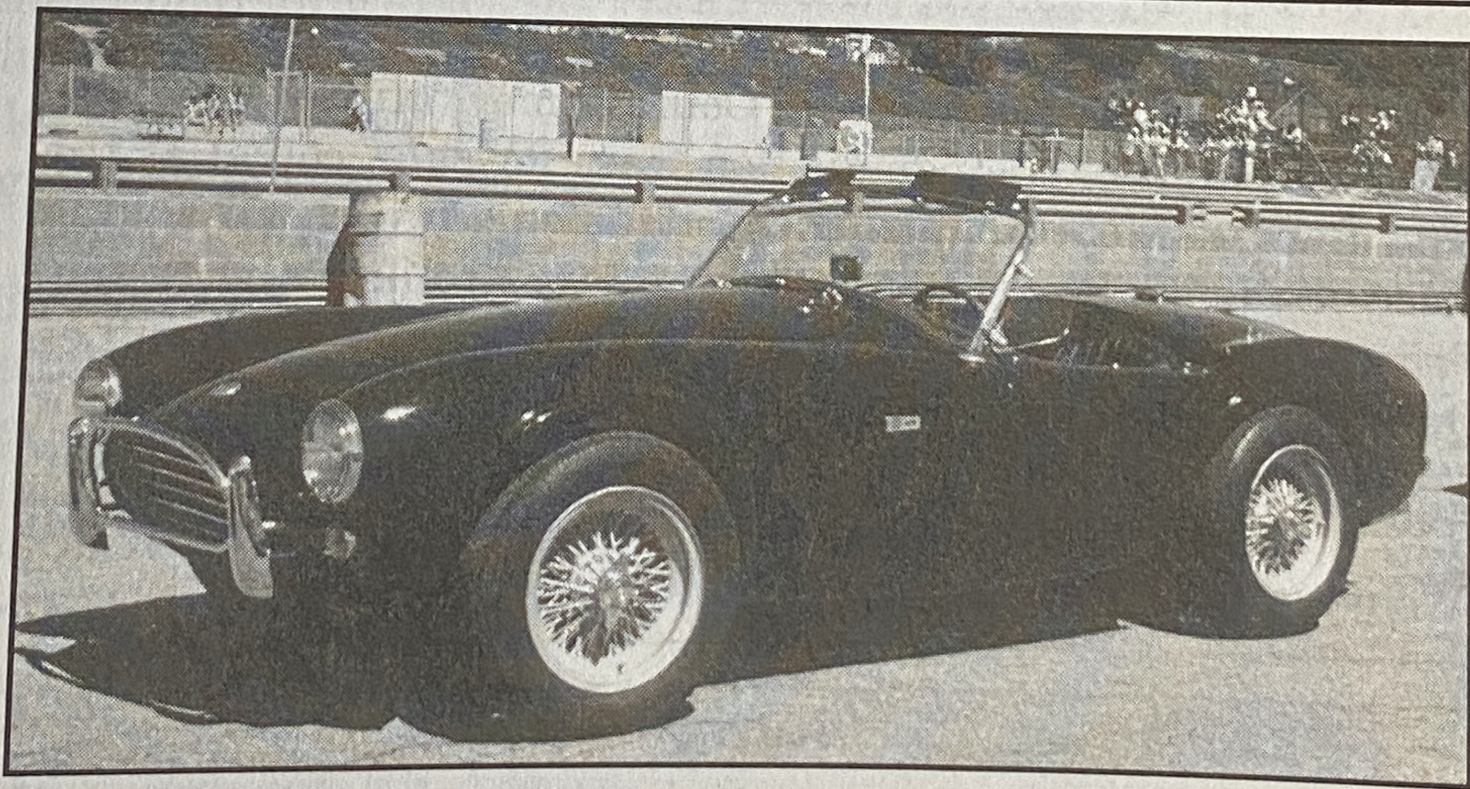
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CSX2105. Bright blue/black interior. Billed to Shelby American 4/1/63; shipped to N.Y. 4/4/63 aboard the "SS Vlist." 2105 was invoiced on 6/5/63 to Coventry Motors (Walnut Creek, CA). The earliest known owner of the car, William Nicholas (Mill Valley, CA), acquired it in the late '60s or early '70s. At that time he described the car as being blue, with black upholstery, side-exhausts and a modified 289 engine. CSX2105 appeared at SAAC-1 (Oakland, CA) 8/76 in the same condition as described by Nicholas previously, with enlarged flares, wide chrome wire wheels, a black roll bar and the yellow-on-black CA plate "CCZ 897." Purchased circa '78 by Ed Breith (San Ramon, CA), the car was reupholstered in black leather and repainted Guardsman blue with white stripes. Featuring new chrome work as well as a rebuilt engine, the car was sold to Ralph Ortiz (CA). It was offered for sale in '97 at an asking price of \$150K through a classic car emporium. Complicating the sale, no doubt, was the fact that the car's steering had at some point been converted from its original worm-and-sector type to a later rack-and-pinion unit. The original VIN, stamped on the steering box, was thus removed. Fortunately, the bracket was saved and was reunited with the car's owner in the late '90s. In 5/97, 2105 was seized by the IRS for non-payment of taxes, and

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was offered for sale later in the year. The car was purchased by Chris Cox (Raleigh, NC). Dave Wagner (Northville, MI) bought it at the Monterey Historics in 8/97 and immediately resold it to John Baldwin (Covington, LA). It was offered for sale in the fall of '97: "16,000 miles, rollbar, scoop, chrome wires" at \$145K. Asking price was reduced to \$124,500 a year later. In 2/99, the Cobra was purchased by Chris Minnick (Houston, TX). 2105 appeared at the Greater Houston car auction in 5/02. Terry Healey (Sydney, AST) bought 2105 on a Cobra-finding expedition to the U.S. in '03 and had it shipped back home. He resold it to Rick Marks (Sydney, AST) slightly less than a year later. The Cobra was reportedly available for purchase again by 5/06.



CSX2106. Bright blue/black interior. Billed to Shelby American 3/18/63; shipped to L.A. 2106 was invoiced on 6/22/63 to the Ford Motors, Inc. (Bellevue, WA). A deck of

1963 AC Shelby Cobra CSX 2105

Extract from 2008 SAAC Register

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The earliest known owner of the car, William Nicholas (Mill Valley, CA), acquired it in the late '60s or early '70s. At that time he described the car as being blue, with black upholstery, side-exhausts and a modified 289 engine. CSX2105 appeared at SAAC-1 (Oakland) 8/76 in the same condition as described by Nicholas previously, with enlarged flares, wide chrome wire wheels, a black roll bar and the yellow-on-black CA plate "CCZ 897."

Purchased circa '78 by Ed Breith (San Ramon, CA), the car was reupholstered in black leather and repainted Guardsman blue with white stripes. Featuring new chrome work as well as a rebuilt engine, the car was sold to Ralph Ortiz (CA). It was offered for sale in 1997 at an asking price of \$150k through a classic car emporium. Complicating the sale, no doubt, was the fact that the car's steering had at some point been converted from its original worm and sector type to a later rack and pinion unit. The original VIN, stamped on the steering box, was thus removed. Fortunately, the bracket was saved and was reunited with the car's owner in the late '90's.

In 5/97, 2105 was seized by the IRS for non-payment of taxes, and was offered for sale later in the year. The car was purchased by Chris Cox (Raleigh, NC). Dave Wagner (Dearborn, MI) bought it at the Monterey Historics in 8/97 and immediately resold it to John Baldwin (Covington, LA). It was offered for sale in the fall of '97: "16,000 miles, rollbar, scoop, chrome wires" at \$145k. Asking price was reduced to \$124,500 a year later. In 2/99, the Cobra was purchased by Chris Minnick (Houston, TX). 2105 appeared at the Greater Houston car auction in 5/02.

Terry Healey (Sydney, AST) bought 2105 on a "Cobra-finding expedition" in '03 and had it shipped back home. He resold it to Rick Marks (Sydney, AST) slightly less than a year later (4/04).

0418-686-340

RICK Marks -

FAXED
31 Jul 2002

Att: David Edwards
Fax 088 227 0611

Dear David

Following copy of SAAC book and in particular chassis number 2105. I have spoken with Lyn Park who is mentioned in the history on the car. He purchased a plate from worm & sector steering mount with number 2105 on it and a rear half of a chassis in 60's. The car has rack & pinion steering now but has that steering mount which Lyn Park gave back to the car's owner in 1978.

He has no way of knowing if they came from the same car He suggests the car be inspected by a SAAC member that he has recommended to me. Assuming the car is as has been represented to me (no evidence of cut chassis) then he will tender a letter that the history in the book is incorrect. It is worth noting that the SAAC registrar Ned Scudder told that that in his view Lyn Park had mixed the car with 2106.

Trust this helps.

Regards

Terry Healy

Crack side oval bar on roll hoop, holds body to roll hoop
Roll bar mount welded to chassis rails

Original mount for worm + sector there 2105.

number on LH hood latch

" both door hinges

" boot latch.

rack mounts not top class but functional cut out off
original webbing still on rear spring

rear hand brake not operational missing cable

All front inner guards have polished alloy inner guards
riveted over top of originals, as does firewall.

later wire wheels 215 x 20 15-VR Pirelli

5 bolt motor.

hood scoops later rocker + manifolds

Harrison overflow tank + radiator

Tacho replaced 3 new instruments

Trunk has elec aerial thru original hole

Some bushes will need replacing

later steering wheel.

Appears to have veeo engine

Unrestored but good condition

Certificate of Approved Operations

This certificate should be kept in the vehicle at all times.



Roads and Traffic Authority
www.rta.nsw.gov.au

Plate Number	Year of Manufacture	Make	Model	Shape	CTP Area
29269H	1963	AC	COBRA	CON	0
VIN/Chassis/Serial Number			Engine Number		
CSX2105			CSX2105		

Special Conditions: (if any)

HISTORIC SPORTS AND RACING CAR ASSOCIATION OF NSW INC

Conditions: Description in full

G094 Use only in conjunction with an authorised club event or maintenance
OL3 Registered operator must be a member of an authorised motoring club

From: Ned Scudder <nscudder@san.rr.com>
To: Terry Healy <t.healy@oldtimeraustralia.com>
Date: Tuesday, 20 August 2002 2:09 PM
Subject: Re: AC Cobra

FAXED

Hello, Terry:

I have been on an extended trip, and have just gotten back to California and my computer. Since all my e-mails are cable-based, I have not had the opportunity to access them, but am trying to get through them at this point.

With respect to 2105, there is no significant information on the car since the '97 registry aside from the fact that it has been sold several times since. In each sale, the car was examined and accepted as being the legitimate 2105. Although its steering bracket was removed some time ago when it was altered to rack-and-pinion, the bracket was recovered from a wall in the shop of the restoration shop and was sold with the car. I assume it is still with it. As I recall the car, it shows the appropriate characteristics of an early car (aside from the previously-mentioned steering upgrade) and there are no other cars claiming to be 2105. Clearly, Lynn Park was thinking of a different car when he stated his belief that 2105 had been parted out, as we discussed several months ago.

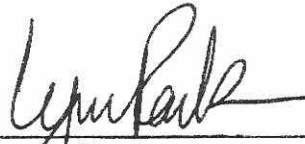
I hope this is of assistance to you.

Ned Scudder

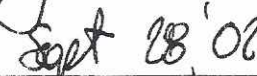
TO WHOM IT MAY CONCERN

Re: CSX 2105

Upon further investigation, I find that the information currently listed in the SAAC World Registry concerning CSX 2105 is inaccurate; information listed may concern CSX 2106, not CSX 2105.



Lynn Park



Date

OKLAHOMA REGION
444 North Brown
Vinita, Oklahoma 74301
918-256-7121



TO WHOM IT MAY CONCERN:

Re: **CSX 2105**

I have recently inspected CSX 2105. I put the car on a lift to thoroughly inspect the chassis. I found **no** evidence of the frame rails being sectioned or cut in half. Any alteration to this chassis appears to have been done when the steering rack was added.

In answer to some things stated in the SAAC World Registry, I find the following:

No sign of the car being painted black and no sign of the car having side exhausts.

The rear fenders do appear to have been worked on at some time. It was common to widen the rear fenders to accommodate the larger, wider tires of the '60's and '70's.

I feel that this car does not fit the info listed in the SAAC World Registry. I have also inspected the hood and trunk latches. They have the # stamped in their hinges and also appear to be correct and untampered with.

The engine appears to be a correct 5-bolt, 289HP engine. It has a Cobra-lettered intake. The intake may be a reproduction. It is of nice quality, if so. The engine appears to have few miles on it. It is clean, has nice detailing and runs great. The rest of the drive train appears to be solid and functions without excessive noise or problems. The engine bay itself could use some further detailing.

I rate the car on a scale of 1 to 10 as follows:

Paint: 6. Looks good and gives the look of what I personally term "older paint."

Trim: 7. Good overall condition.

Tires: 8. Look good, very little wear, older-style Pirellis.

Wheels: 9. 6" wires. Nice chrome.

Interior: 6. Original leather, shows some wear, not abused.

COBRA - SHELBY - TIGER - FORD GT

OKLAHOMA REGION
444 North Brown
Vinita, Oklahoma 74301
918-256-7121



TO WHOM IT MAY CONCERN

Re: CSX 2105

Presentation: 7. Semi-restored, looks very sharp at ten feet.

Mechanical Condition: 8. Starts, stops, drives, and performs very well.

Value Potential: 9. Lots of demand for this type of car.

Comments: This car is ready to drive and enjoy as it is. Restore at a later date and show.

Jim Wicks,
Regional Director
Shelby American Automobile Club

Information approved by:

Lynn Park

SEPT 28, '02

Date

COBRA - SHELBY - TIGER - FORD GT