

# A Terlingua



Text and photos by Patrick Bouthoorn

**M**y family is hooked on Mustangs, just like many families in the United States. We, however, live in The Netherlands, a country the size of Maryland, where you are an oddball if you own four cars just for fun. I live in Almere, which is a very modern, young town. I grew up in the '70s, and as a child I always wanted to know everything about Mustangs. The roar of a Mustang V8 gave me goose bumps. This is nothing unusual, is it? I was born in the year of the Mustang. Maybe that's my destiny. The years passed. I met my wife Astrid and I am lucky that she loves Mustangs, too. When we were first married and both starting our careers, we couldn't afford a Mustang. It was not until the spring of 1995 that we decided we could afford a classic Mustang. We had saved enough to go for a near-Concours 1969 Mach 1 with a 428 Cobra Jet R-code. Of course we had to go to the United States to find one. We found a Winter Blue car with 39,000 original miles in South Carolina and shipped it home. This gem has won first prizes more than 20 times at our Mustang shows. The Mustang was a weekend driver and garage kept, and we've had a lot of fun with the car.

Less than a year later we bought a red 1991 GT convertible to serve as our daily driver. My wife loves the 3rd generation Mustangs and we kept the car for a number of years before selling it. Being interested in SVT Mustangs, I decided we needed a new steed. Where do we have to find it, because there are no SVT dealerships in Europe? The only Cobras we saw were in Germany, owned by American servicemen. Strangely enough, when driving around in our town we saw a parked black convertible with Texas license plates. Could I be that lucky? When we were close by I saw the bulges in the hood and the Cobra wheels. It was a Triple Black 1997



## ASTRID BOUTHOORN GOT A HU

SVT Cobra convertible. I immediately placed a note under the wiper blade to let the owner know I wanted to buy the car. The owner took the car back to The Netherlands after three years of work in Houston. A year of correspondence by phone and e-mail with the owner convinced him to let the car go to me. With only 29,000 miles, the car is brand-new. I love the acceleration and sound of the modular engine revving high in the rpms. I've spent a lot of money on modifications, and 3 to 4 times a year, I go racing on track days at several race-tracks. Hauling the car with our F-150 and spending time on the racetrack is a lot of fun.

I am the President of Team Mustang Center Nederland, the Dutch Mustang Club with 1,200-plus members. I got in contact with Austin Craig, who introduced me to a lot of people in the United States who share this fantastic

hobby. It gives me a lot of pleasure to organize events and do things for other people. We are proud to be a part of the Mustang family. Therefore, we mostly plan our vacations around Mustang or other racing events. We have two children, Cheyenne Shelby, 11-years-old, and Rick Ford who is four-years-old. They are growing up in and around Mustangs. My family is my greatest gift. In 2005, we first heard rumors that there would be a new Shelby GT500. From the beginning, I decided that I had to have that car. Classic Shelby's were always out of my reach, but I ordered a new one on the first day the dealers took orders. I refused to pay the major mark-ups dealers were charging so it took a while. My Grabber Orange GT500 coupe with White stripes was built on November 11. The car made the journey over the Atlantic to arrive in January 2007. It is #127 out of 282 Grabber/

# Surprise



## A HUGE SURPRISE AT THE 45<sup>TH</sup>!

White coupes. The only disadvantage was that I had to sell the Mach 1 to afford this new one. I was depressed seeing the car leave after 12 years. It went to Germany and fortunately, I never saw it again.

The Shelby, though, gives us so much fun as we drive it, which is much more than we drove the Mach 1. Immediately after delivery I started modifying; hungry for more power. The dyno baseline was 438 rwhp and after the Evolution Stage 2 kit with the smaller pulley the power bumped to 568 rwhp, which is, of course, not enough for me. Future plans are the installation of a 2.9 Whipple and an Innovators West lower OD pulley. I want to enter the 800 zone.

Because of the Shelby we met many new people through the Team Shelby forum and Shelby Automobiles. We attended Carroll Shelby's 85<sup>th</sup> Birthday Bash and the 2008 Terlingua, Texas,

event, which was one of the best weekends we ever experienced. We even had the opportunity to have breakfast and talk to Carroll Shelby and his wife Cleo. The Shelby crew are wonderful people. My wife Astrid fell so in love with the Shelby Terlingua that weekend, I told her—and all our friends were witnesses—that we would sell our Baja powerboat and buy one for her. As a surprise for her, I purchased a 2008 Black coupe a couple of weeks later and had it shipped to Shelby Modification Center at Tasca Ford in Rhode Island for a transformation. I chose the Performance Package with all the possible options. I planned to give the car to her for her birthday at the 45<sup>th</sup> Mustang Anniversary and Amy Boylan and the Shelby crew helped me with my plan to surprise her.

At the 45<sup>th</sup>, her Terlingua was parked in the Shelby display, but of course, Astrid did not know it was hers. I was



able to surprise her with what she calls the gift of her lifetime. A lot of happy tears were flowing. Her Shelby Terlingua is the first production Terlingua built at Tasca, CSM08TRT0301. In August she will have experienced her first track day. I expect that the path to a Grabber Blue GT500 might become much easier now. **MT**

*photos continued on page 22*



*Patrick Bouthoorn's GT500*



**1997 SVT Cobra Convertible**



**1969 MACH 1 428 CJ**

## **GT500 MODIFICATIONS**

- Shelby autographed dash plaque
- CDC directional mirrors
- CDC sequential taillights
- CDC dead pedal
- CDC hood struts
- Borla Stinger axle backs
- Steeda Tri-Ax shifter modified with Hurst shifter stick and Shelby shifter knob
- Evolution Performance Stage 2 with JLT CAI
- Shelby billet engine caps
- Ground Control Koni Sport/Eibach coilover kit
- Steeda swaybars front and rear with billet brackets
- J&M lower control arms billet aluminum
- J&M adjustable upper control arm black
- J&M adjustable panhard rod black
- AFCO Pro-Series heat exchanger