



## Robert Root • MCA #62184 • NJ

**M**y first car is a 1968 Shelby GT500KR Convertible, which is powered with a 428CJ 4-speed (only 267 produced). It has a 3.50 Traction lock rear, Tilt Pop Wheel, disc brakes, power steering, and a power top with a glass back window. It rides on Shelby 10-Spoke wheels shod with new BF Goodrich tires. The odometer reads 23,000 original miles.

It was a southern car. The Previous owner had the car from 1971 to 2005. He sold it because he had a hard time getting into it at the age of 86. The Shelby never had any rust or damage, was well cared for, and was actually in a climate-controlled basement for 31 years before going through a complete professional rotisserie restoration in 2005. It is in #1 Condition.

It is all original, numbers matching except for the paint change from Lime Gold to Candy Apple Red. I have full history and documentation on the Shelby, and it is listed in the Shelby Registry, #04402.

My second car is a 1966 Mustang Fastback Restomod. It had a total ground-up rebuild transformation, which took from 2001 to 2008. All the work was done in southern California. The previous owner had the car built for road racing, and no expense was spared, only the top parts and components by the top people.

The motor was built by Greg Grosset of Total Performance in Santee, CA. It is equipped with a Ford Racing 302, Eagle 331 Stroker kit, forged crank and H connecting rods, Edelbrock heads, Ron Davis radiator, programmable Big Stuff 3 Pro fuel injection, Vortech T-trim race supercharger, and so much more. It was dynoed at 569rwhp. The transmission is a TKO, close-ratio 5-speed with Hurst shifter and Hydraulic clutch. The rear is a Ford 9-inch with Moser 35-splined axles, 3.73 gears and a limited slip differential. The brakes are Wildwood discs with 6-piston front calipers with 14-inch slotted rotors and 4-piston/13-inch rears.

A complete suspension was installed by Total Control Products: subframe connector kit, front coil over suspension, rear pushrod coil over suspension, power rack & pinion steering, bump steer kit. It also has billet hood hinges, a 22-gallon fuel cell, full 3-inch Stainless Steel exhaust, tilt wheel, vintage gauges, billet pedals, 3-inch competitive seat belts. The previous owner built luxury ships for a living and had his interior crew custom-make and install a leather interior with Alcantara inserts. The fastback is enhanced with an Alpine Stereo system with built-in CD player and power amplifier. The Mustang rides on 17x8 American Racing Torque Thrust wheels shod with Yokohama Performance Radials.

The exterior was given a \$23,000 mirror-smooth custom paint. The restoration was done with no expense spared. This Mustang is the ultimate sleeper. Appropriately, upon completion it was dubbed, "The Beast."