

Paris **Shelby** Found



Here's how the Belgium Shelby looked when Rick Parker arrived in Ft. Lauderdale. The body was repainted sometime in its past. This off-orange is not the original shade of Competition Red. The top will obviously need some work.

Shelby Mustang enthusiasts knew Shelby-American shipped a '70 G.T. 350 convertible to Claude duBois, a dealer in Belgium, on February 18, 1970. Shelby Automobiles has records for every Shelby-American Cobra and Mustang ever built.

However, after more than 35 years, nobody knew the current owner's name or the whereabouts of the car with serial number 482548. Basically, the hobby waited for someone to come forward and "register" the vehicle. Otherwise, the car was lost or crushed in Europe or perhaps an even more remote land.

Rick Parker got a clue when his friend, Donnie Gould of Ft. Lauderdale, mentioned on the phone one day, "I got that Paris Shelby convertible."

Donnie did not actually track down this Shelby in Paris on his own. Somebody else turned up the G.T. 350, repainted a funny orange color. I'd sure like to hear the story of how this car was

found in France. Right now, all we know is a friend called Donnie with the find. A quick check of the VIN revealed the February 1970 shipment to Belgium.

Donnie owned the convertible for a couple of years. Rick found out about the car during an informal car-talk phone call with

his friend. Donnie's original intention was to restore the vehicle. He "just never got around to doing it," Rick said.

Rick has owned many Shelby and Boss Mustangs. What really got him excited about this find was the color: Competition Red. This is the same as Calypso Coral in the Boss Mustang.

"I love Calypso Coral," Rick said. "Shelby calls it Competition Red. I just thought a Calypso Coral Shelby convertible would be outstanding. I knew they made just a handful of them."

Of course, the four-speed transmission didn't hurt, either. And the assortment of options and accessories was

another plus.

Rick researched the rarity factor right away. First, Shelby turned out 788 Mustangs, in both G.T. 350 and G.T. 500 versions, in both fastback and convertible body styles. Exactly 57 were convertibles in the G.T. 350 series. Of these 57, just 12 had four-speeds. Of these dozen four-speed G.T. 350 convertibles, just two were Competition Red.

"I knew they made just a handful of them. I figured this Shelby is one of those cars where the sky is the limit."

Rick flew from Columbus to Ft. Lauderdale to find what he discovered to be a car in "real good poor condition."

Restorable vintage Shelys, complete and unrestored but in "real good poor condition," are getting extremely difficult to locate these days. Striking a deal for this one put Rick in a jovial mood.

"I'm going to patent that phrase," he said.

The Ohioan found a few tiny rust holes in the floorpans and a few more in the rear quarter-panels. They'll be no big problem to fix. Apparently, somebody took good care of this convertible in Europe. Rick has no way of knowing when the muscle Shelby left Belgium for France.

In Florida, Rick found the G.T. 350 still retained "all the correct Shelby stuff: the correct shift knob, foglights, seatbelts and so forth."

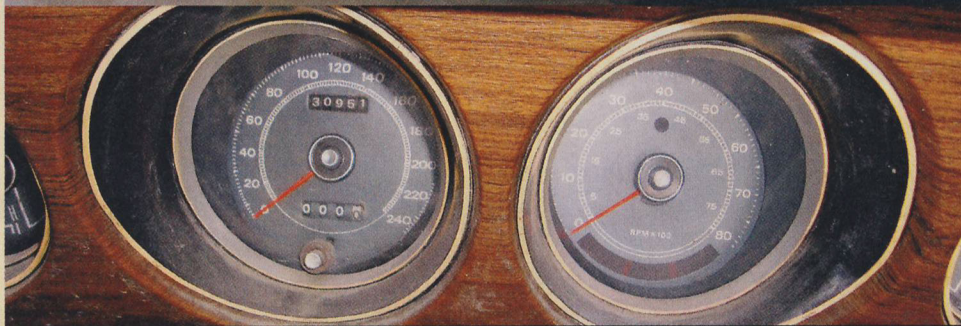
The option list was long for this 351-powered Shelby. They consisted of a black power top, four-speed, 3.50:1 Traction-Lok, Visibility Group, Goodyear white-letter tires, disc brakes, power steering, Tilt-Away steering wheel, Interior Décor Group Deluxe, AM/eight-track, tinted glass, deluxe seatbelts/warning lights, heavy-duty suspension and tachometer/trip odometer.

Rick said, "The car has to come apart. The car deserves and will get a full restoration." *MCR*



The front chin spoiler was shared with the Boss 302. Even the foglights were intact and original.

The top speed on this '70 Shelby Mustang is 240 kilometers per hour. A kilometer is about six-tenths of a mile, so 240 kph is about 144 mph.



Little is known about the Shelby's activities in Europe, though the trailer hitch and pig-tail offer tantalizing clues.

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