

## A Mach 1 and a Shelby Bonus



Behind a bulldozer, a backhoe and a dump truck was this Grabber Orange Mach 1. It hadn't moved since the early '80s.

**"T**his real nice fellow walked in one day carrying a Marti Report," Rick Parker said. Anybody with a Marti Report isn't exactly new to the hobby. But he did go to

Parker, a dealer who runs Signature Auto Classics in Columbus, Ohio. Maybe he was serious about selling the Mach 1 he described.

First, the man, whose name was Mark, asked, "Is this the type of car you guys deal in?"

There was no need to answer this question directly. All Rick had to do was point to the dozens of muscle Mustangs in his shop. Rick is also a collector and owns every car.

"Well, I've got one in a warehouse about 10 minutes

from here."

Rick asked the key question to determine if he was talking to a wheeler-dealer. "How long you had it?"

"I bought it in 1976."

Rick hid his surprise and dug for more information. Apparently, the man put a wild paint scheme on the car soon after he purchased it. He parked the Mach 1 in the early '80s and never drove the vehicle again. This could be a great Rare Find even though, according to the Marti Report, the engine under the hood was not the 428 Cobra Jet.

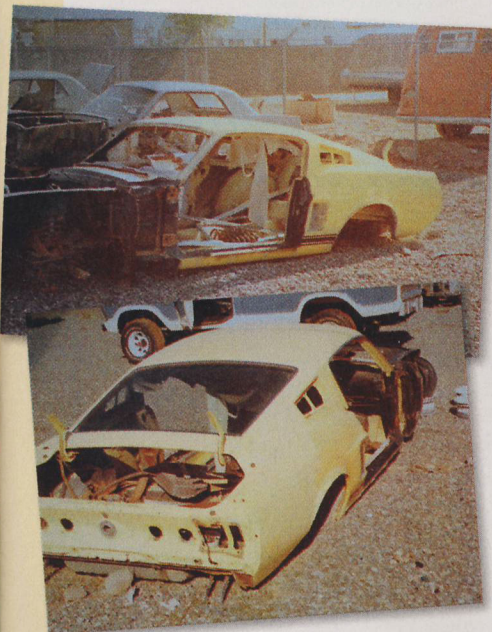
Rick is a Rare Finds veteran and a living lesson in patience and respectfulness. He drove to see the car and negotiated for *two months* on the deal.

A bulldozer, backhoe and dump truck blocked the Mach 1's exit from the warehouse. Rick described the Mach 1 as in "incredible original condition" with "wild and cool" graphics which eventually—due to a wild happenstance—"blew him away."

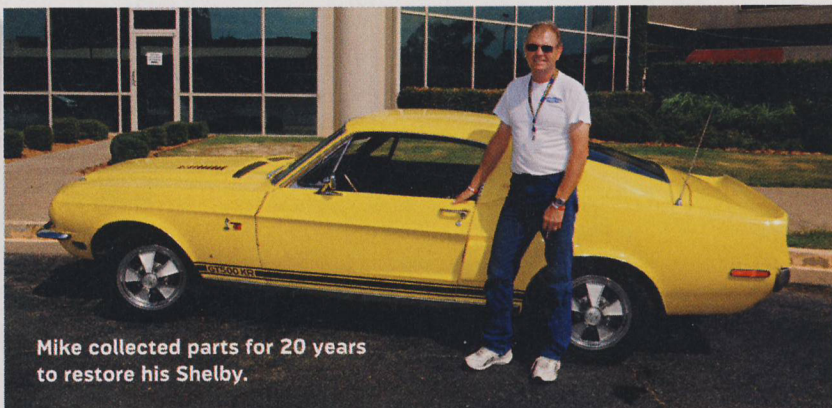


Though the photo is blurry, this gives a better view of the custom paint, which was laid on by Juan, a custom van striper, in 1978.

## BONUS RARE FIND



**This '68 Shelby G.T. 500KR was nothing but a shell in the early to mid '80s when Mike Sargent traded an air conditioner to Fred Demming for the car.**



**Mike collected parts for 20 years to restore his Shelby.**

During the Mid-America Ford Team Shelby Nationals I ran into Mike Sargent from Phoenix. He trailed his beautiful Bright Yellow '68 Shelby G.T. 500KR fastback to the show in Tulsa.

One night, he showed me two 8x10 prints of the Shelby as purchased 25 years ago. The car was nothing more than a shell—no fenders, doors, hood, suspension, engine or drivetrain. These pictures gave me an insight into a Rare Find from the early to mid '80s.

Mike said, "The KR went through a couple people. Fred Demming got it for the factory air. He showed it to me and I said, 'I'll buy your factory air. Let me have the car.' He said, 'What are you going to do with it?' I told him I was going to put it together. It took me 20 years searching for parts to get it back together, and it got back on the road five years ago."

Except for Mike's diligence, this Shelby muscle car would have gone to the crusher.

But first, this Mach 1 was special for the Grabber Orange paint that has become a very popular color today and adds to the value of the vehicle. The engine was not a Cobra Jet, but it did have the extremely desirable

Shaker hood scoop on top of the 351 Cleveland four-barrel.

Two other hot muscle car features for '69 put a smile on Rick's face in the dim light of the dusty warehouse. They were factory rear window louvers and a decklid spoiler.

The paint was by "Juan 1978," as written on the rear quarters. Juan also painted an eagle on the hood. Rick said, "In the mid-to-late '70s, if your van wasn't pinstriped by Juan, you weren't nothing."

Rick also liked seeing the

factory air conditioning, power steering, disc brakes, tilt wheel and stereo, items he had already seen listed on the Marti Report.

One odd feature was the set of Bricklin wheels. They would be easy enough to replace. Best of all, the body appeared rust-free.

Rick phoned a service to send out a roll-back to pick up the Mach 1. Then, the Rare Find got a little weird. As the Mach 1 emerged from the dark warehouse, Rick and his crew saw the custom eagle on the hood more clearly. Then, they could hardly believe their eyes when Mack, the truck driver, rolled up his sleeves to reveal the identical custom eagle tattooed on his arm. As Mack explained, Juan, now deceased, was his second cousin.

Complete and original except for the custom paint, this Mach 1 cleaned up very well. As Rick said, "I think we've got a good running and driving car that we will restore another day." **MCR**



**Rick Parker, who bought the Mach 1, was glad to see the factory rear window louvers and decklid spoiler. The Bricklin wheels were an interesting custom touch.**