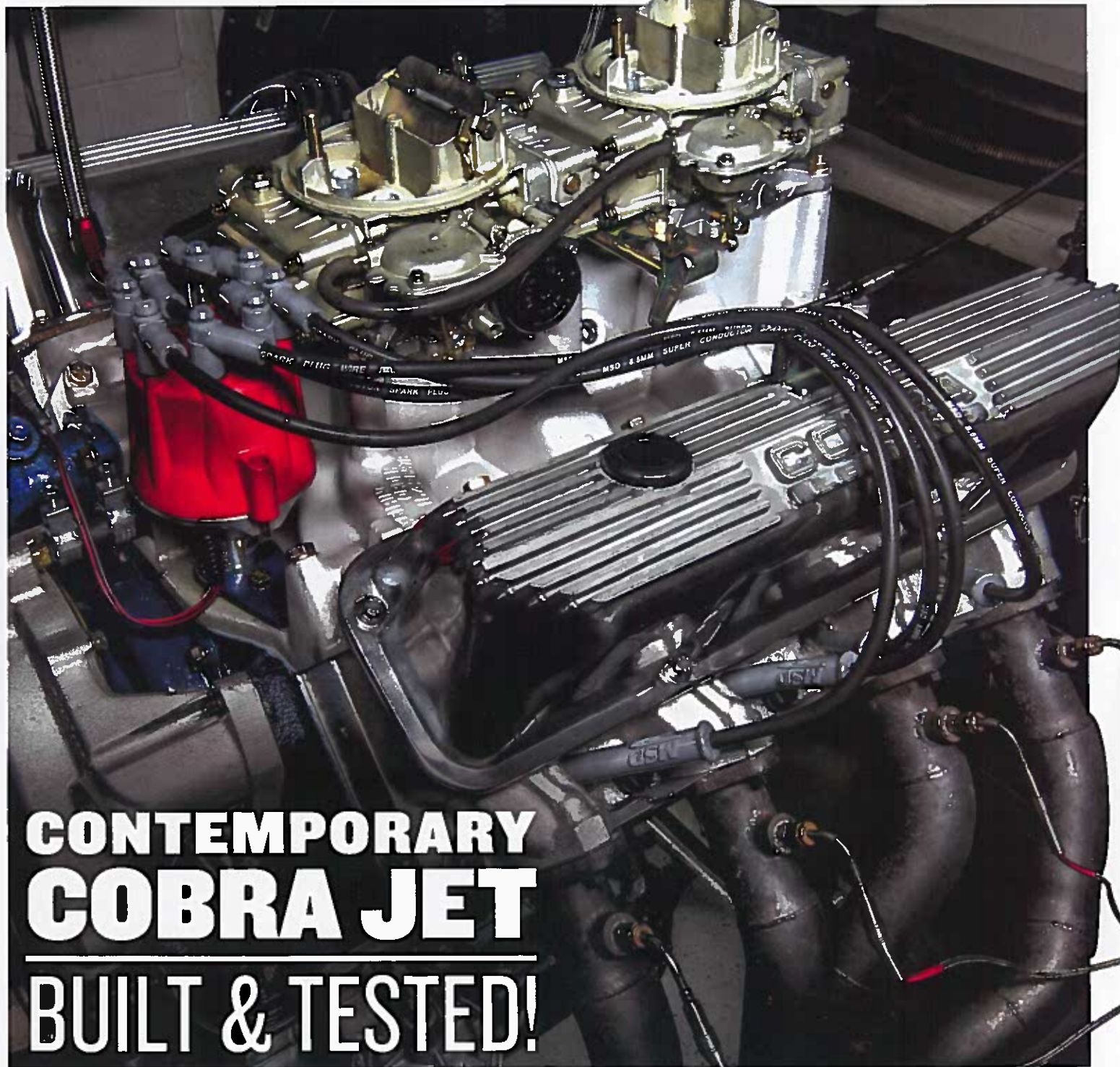


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MATTHEW LITTLE

## 2019 PITTSBURGH GRAND PRIX TO HONOR SHELBY

Now in its 37th year, the Pittsburgh Vintage Grand Prix is a 10-day extravaganza of motorsports and classic cars, offering something of interest for nearly all. The 2019 PVGP, which runs from July 11 to 21, will honor Shelby as its featured marque, playing host to national conventions for the Shelby American Automobile Club and Team Shelby.

Pittsburgh is a fitting location to host a gathering of Shelby automobiles, since several early Cobras were assembled there by Ed Hugus at his European Cars dealership. Hugus and his team completed the assembly of CSX2001 — the first production Shelby Cobra — as well as CSX2003, CSX2004, and CSX2005, installing 260-cu.in. Ford V-8s and transmissions into the rolling chassis supplied by AC Cars.

The SAAC-44 National Convention and the Team Shelby East Coast Grand Nationals will take place from July 11 to 14 at the Pittsburgh International Race Complex, located in nearby Wampum, Pennsylvania. The concurrent events will feature track days, test and tunes, vintage racing, dinners, and various social events. Following the first weekend's activities, Shelby will be honored

as Marque of the Year at a special exhibit in Schenley Park, home to the street course vintage racing, on July 20-21.

For more information, visit [www.PVGP.org](http://www.PVGP.org). —Kurt Ernst

## OLDEST SURVIVING PRODUCTION CORVETTE CHASSIS DONATED TO NATIONAL CORVETTE MUSEUM

Of the first three Corvettes assembled, only one still exists. But now as two separate cars, one of which — in cutaway form — was recently donated to the National Corvette Museum, where it's since been installed as one of the museum's crown jewels.

The first two Corvettes off the assembly line were destroyed in testing. The third one, E-53F001003, nearly suffered the same fate. Following cold-weather testing in Lockport, New York, and durability testing at

the GM Proving Grounds in Milford, Michigan, #003's body and chassis were separated for closer study.

From then on, according to NCM curator Derek Moore, the stories of each half diverge. Chevrolet ended up mounting the body of #003 onto a 1955 Corvette chassis, and selling it to the public. Rediscovered in the 1970s, it's since been restored and sold at a 2006 auction for \$1.1 million.

The chassis of #003 similarly sold to the public with a later-model Corvette body atop it. It didn't resurface until the early '80s, after Phil Havens went to restore his '55 Corvette only to find that the body and chassis didn't match up. Even after discovering the chassis number and its historic value, Havens reportedly only wanted to restore his '55.

Havens held onto chassis #003 until several years ago, when he sold it to Ed Foss. Foss wanted to highlight the chassis that made the car unique, so he took chassis #003 to Corvette restorer Kevin Mackay to build it as a driveable cutaway.

The cutaway #003 debuted in March 2017 at Amelia Island, and in May 2019 Foss donated the car to the NCM, where it forms the centerpiece of the new Gateway exhibit dedicated to the foundations of the Corvette. —Daniel Strohl



NATIONAL CORVETTE MUSEUM