

THE R-MODEL SCOOP

ALL THE R-MODEL NEWS THAT'S FIT TO PRINT. AND SOME THAT'S NOT.

Edited by Howard C. Pardee & Rick Kopec

So, what's the scoop? Well, at one time it was a newsletter aimed specifically at R-Model owners and it was sent to them for free. When any of the great unwashed rabble discovered this publication and clamored for a copy, they were told the cost to non-owners was \$200. After the initial shock they discovered the 6-page newsletter would only cost them two bucks.

The first issue was thrown together in June 1981. It contained a list of all R-Models, noting who the current owners were, as well as the cars which had been wrecked or otherwise destroyed, and the all-important cars which had yet to be found. Non-owning enthusiasts clutched at this information like they had been crawling across the desert and had found a canteen full of cold water.

The second edition came about two years later. Pardee and I were sitting around one day, re-telling the same lame stories we have traded back and forth for more years than we want to admit when he had what alcoholics refer to as a moment of clarity. He jumped up and yelled, "Let's do another Scoop!" I was in no position to argue, so we quickly assembled #2 and filled it with some new photos we expected that very few people had ever seen, the story of a new car "surfacing," and an updated owners list. We again took the opportunity to include in the listing the serial numbers of those cars which had been destroyed, to underscore the fact that they were never coming back—just in case some lowdown scoundrel got it in his head to appropriate a serial number from one of

those cars and then attempt to convince the world that he had the good fortune to find one of the missing cars. "Hey - it looks like wasn't destroyed after all."

Also included was the R-Model equivalent of the potentially winning Powerball ticket: the five cars which were listed as "owner unknown/location unknown." This was the red meat the pathetic knot of non-owners were loitering in the shadows to get their hands on. Each one was convinced he could find one of these missing cars, if only...

Ah, yes—it was the "if onlys" that kept them clutching to the mane of the carousel horse, leaning into the wind to try to get their short, grubby fingers on that brass ring. If only. "If wishes were horses, beggars would ride."



5R104

The *R-Model Scoop* turned out to be a pleasant surprise for R-Model owners who could never tell when the next issue would find its way into their mailbox. Non-owners discovered that the latest issue had been sent out by word of mouth, or occasionally by a subtly understated note in the *Snakebite Bulletin*. The purpose of this notice was to prompt a handful of naively optimistic non-owners to send two bucks for their copy. Pardee appropriated their money to pay for the postage and envelopes used to send the newsletters out to owners. It was a scam that would have put a smile on Charles Ponzi's face.

The third issue contained a little gem of information that both owners and would-be owners could find nowhere else. It was an explanation of exactly why the official production totals for R-Models had been revised downward, from 37 to 36. There was also an explanation of how two cars got the same R-Model serial number at the factory and which one was the genuine article. And finally, the always eagerly awaited list of current owners, destroyed cars and the "owner unknown/whereabouts unknown" cars that caused ripples of electricity to pulse through the nervous systems of the ever-hopeful, non-owning cluster of hooligans.

The next issue was postponed several times, the reasons for which were never given. Nor were they expected. But it was finally put together and sent out sometime in 1996. The publication's motto was, "*Published erratically, at best,*" and this was taken to heart by the editorial staff which still consisted of Pardee driving Kopec like some sadistic gulag camp guard.

When the fifth newsletter was sent out in February 1998, it caused no small amount of confusion in that no one could recall receiving issue #4. This was explained in the first story of that issue.

"Okay, the first thing you're probably asking yourself is, 'If this is #5 of these insipid R-Model Scoops, what the heck happened to #4 — because the last one I saw was #3.' You're right, of course. In the competition induced euphoria that surrounds each of these well intended but often banal attempts to keep this small clique of owners informed, we discovered that we had numbered that last two issues #3. There was no #4. Rather than to confuse things by attempting to go back and make things right, we'll leave it as it is — just one more example that makes this quaint little publication so popular.

Speaking of popularity, we were amazed by the high level of interest created by the last issue of The R-Model Scoop. On a whim, we sent copies to the ed-

itors of all the Mustang specialty magazines (Mustang Illustrated, Mustang Monthly, Mustang & Fords, Fabulous Mustangs, Muscle Mustangs & Fast Fords and Super Ford). Almost all of them ran something about it and the result was that we received almost 100 inquiries from not only R-Model enthusiasts but from a pitiful and pathetic gaggle of R-Model wannabees, day dreamers, pretenders, mountebanks, Pecksniffians, charlatans, and one obvious space cadet who was so hopelessly out of touch with reality as we know it that the most humane thing anyone could do for him would be to sever his umbilical cord and let him drift silently off into hyperspace.

Has it really been almost four years since the last R-Model Scoop? It doesn't seem like it, but it has. Since then there have been a few owner changes, and no 'lost' cars have turned up—but not because of any lack of investigating.

SAAC-18 at Watkins Glen was the site of the largest gathering of R-Models since the days of the long lines of cars sitting side by side outside Shelby American's LA airport facility. Ten restored Rs showed up and four owners were there without their cars.

R-MODELS AT SAAC-18

5R095 - Howard Pardee
5R098 - Rick Kopec
5R100 - David Yanoff
5R103 - Ross Myers
5R105 - Fran Kress
5R106 - Paul Zimmons
5R528 - Peter Livanos
5R531 - Buddy Belzer
5R534 - Harris Connor
5R535 - Richard Morrison
Alan Bolte (5R101)
Jim Bridges (5R104)
Craig Conley (5R107)
Rob Beck (5R532)

Shelby American GT350 project engineer Chuck Cantwell was on hand and he was at the same time amazed and pleased to see 'his' former charges being brought back to their original configuration, following 28 years of often hard running and occasional abuse.

A special 'Competition Exhibition Session' was scheduled on Friday, just before the lunch break. It was intended as a photo opportunity so all of the competition cars could get out on the track at the same time. The large number of factory R-Models in attendance dictated that they be grouped by themselves and started ahead of all the other comp cars. Seven Rs showed up for the five-lap session (095, 098, 100, 103, 105, 528 and 531) with Mus-

tang & Fords editor Jerry Pitt photographing the first lap from the back of an F-150 Lightning pick-up.

Pole position was claimed by Rick Kopec who cited his Polish ancestry as a compelling reason that he be allowed to lead the pack. None of the other participants thought arguing was worthy of their time and instructed him to, 'Go ahead, knock yourself out.' He almost did when, in his excitement, he banged his head on the roll bar of his car when getting behind the wheel.

Chuck Cantwell was given a helmet and had the honor of riding with Howard Pardee, in the #2 position. Exiting the car after five laps that seemed to last a lifetime, he had this to say: 'I've seen some inept, ham-handed morons get behind the wheel of a race car in my time, but I don't think I've ever observed anyone who needed driving lessons more. He makes a drunken Russian peasant on a broken-down hay wagon look like a cross between Fred Astaire and Bob Bondurant. I've seen eight-year olds on carnival rides who had a better grasp of the concepts of high speed driving and race car handling. It's a shame that any dumb oaf with a pocket full of money can buy one of these cars and drive it on a race track. That's not something we had imagined back in 1965, and quite frankly, if we had we probably wouldn't have built so many cars.'

Cantwell's observations aside, it should be noted that Pardee was the only R-Model owner who actually drove his car to and from the convention, some eight hours each way. On his drive home, the water temperature needle had barely begun to move off its peg when he was caught in the cross-hairs of a local gendarme's radar gun. The hapless Pardee was cited for 65 MPH in a 35 MPH zone and his wallet was lightened by some \$160.

'I consider that a bargain,' said Pardee, making a sweeping gesture with one hand and spilling his drink on a handful of captives in his impromptu audience at the hotel bar at SAAC-19 in Indianapolis. 'Hell, I had just blown past a red Caddy convertible loaded with high school cheerleaders and was barely into second gear. I wouldn't have figured that anybody in that small, hick town would have known what a radar gun was, much less how to use it. If this backwater Barney Fife had been another mile down the road he would have nailed me for doing 140 MPH and it would have made him a local hero. It would have been a front page banner headline in that puny little jerkwater village. Hell, he probably would have been promoted to chief!'

For his part, Kopec was unusually mag-

animous with his car. He invited Lew Spencer to drive it for a few laps. 'Don't worry,' said the mild-mannered Spencer, 'I'll take it really easy. I'll drive like there was an egg on the gas pedal.' When Spencer returned he praised the car's handling, although admitting that he hadn't come anywhere near the car's limits. Kopec later discovered that the car's rear tires had been worn down to the cords. It had no tach tell-tale, so Spencer's abuse was left to Kopec's imagination and he claimed to have been able to think of little else for the next few weeks.

There was more, but we can't reprint the entire newsletter here. Maybe we'll dip into it for some future issue. In April 2001 issue #6 was mailed out. It contained an explanation about the website

www.r-model.com

"Okay, we'll admit it. We have been accused, more than once, of having too much time on our hands, and in a misguided effort to prove this just might be true, we recently registered the Internet domain name "r-model." Why? Well, it's kind of hard to explain.

"It all started when someone e-mailed Kopec information that alluded to the fact that almost all of the desirable domain names were gone. As a result, the Internet will soon begin making names available with the suffix ".cc" instead of ".com" thereby doubling the number of possible website names. When Kopec read this he wondered if "R-Model" was taken. With nothing better to do at the moment, he fired up his trusty Macintosh and was soon amazed that it was still available. He happened to mention it to Pardee, who also happened to be sitting around with too much time on his hands and the rest, as they say, is history.

"Pardee became agitated and distraught that the name "R-Model" would be grabbed by some fiendish, low life Corvette owning scum who could then use it in a crude attempt to make fools out of R-Model owners or to cause other unspecified mischiefs. He did some research and discovered that the name could be registered for a tad over \$100. He called Kopec and suggested that they go in as partners. Kopec immediately plunked down his half. 'Heck,' he said with his usual aplomb, 'I've spent a lot more and gotten a lot less for it.'

"Internet websurfers who call up the magical name will see what is referred to in cyberspace as a "bizcard site" — essentially a do-it-yourself one-page web site. It contains a short explanation of the philosophy of the R-Model Scoop newsletter... along with cryptic instructions on how the unwashed might obtain a copy."

The last R-Model Scoop was published and mailed in April 2001. It contained an editorial about R-Model ownership. At this point in time, R-Model prices had risen to the \$200,000 range. This was thought to be up in the stratosphere—so high that it was difficult to imagine they could go much higher. Because if anyone would have thought that, that they would eventually be selling for two to three to four times that amount, they would have bought a handful at the bargain price of \$200K and just sat back and waited a few years to cash out at \$600 to \$800K.

Today we have no trouble seeing exactly what the trend was; how high the ladder went. But when it was being climbed one rung at a time, the top was impossible to see. This editorial was written after receiving a number of emails and phone calls from potential buyers who thought they were ready to jump the chasm, only to find themselves stopping short on the edge and staring down into the bottomless abyss.

THE CONTINUING STORM

"We use that description as the title to this issue's opening editorial not by accident. R-Model ownership is like a hurricane. Those actually owning these cars reside in the calm, peaceful eye-of-the-storm while everyone else, non-owners if you will, occupy the vicious maelstrom that makes up the outer edges. Former owners bob and dunk in a turbulent ocean of guilt, remorse and self loathing. Potential owners with the means to acquire an R-Model react like hunting dogs, ears react

perked and alert whenever they hear the rumor that a car might be for sale. And legions of wannabees stretching to the horizon dream about hitting Powerball, receiving a fat inheritance or being discovered by a Hollywood producer and starring in a \$100 million blockbuster film so they can get their 'R.'

"Mostly, though, owning an R-Model comes down to being in the right place at the right time. And having the desire and the wherewithal to make it happen. From time to time, we witness people who THINK they want an R-Model. They get close enough to look seriously at a couple of cars and sellers qualify them as real players so their phone calls are returned. But then the thought of forking over more than Two Big Ones immobilizes them. Two Big Ones, as in two hundred thou... and if you didn't know that, you're probably reading the wrong newsletter. Put it down immediately and pick up a copy of the 'Comic Book Price Guide' because that's closer to your level on the hobby food chain.

"Once someone who fancies himself a potential owner hears that nagging little wimp voice in the back of his head saying, 'My God! It's only a #\$\$%*! Mustang' then the possibility of ever owning an R-Model vanishes instantly, like a fart in a wind tunnel. Because just as not everyone can truly appreciate the subtle bouquet of a late fall Chardonnay or the fine light brush strokes in a Matisse, not everyone's ear can pick up the sultry siren song that is crystal clear to R-Model owners. Possessing a piece of history, if only for a brief period of time, is not for everyone.



Tom Yeager in 5R094 at Road America.

R-MODELS AT NATIONAL CONVENTIONS

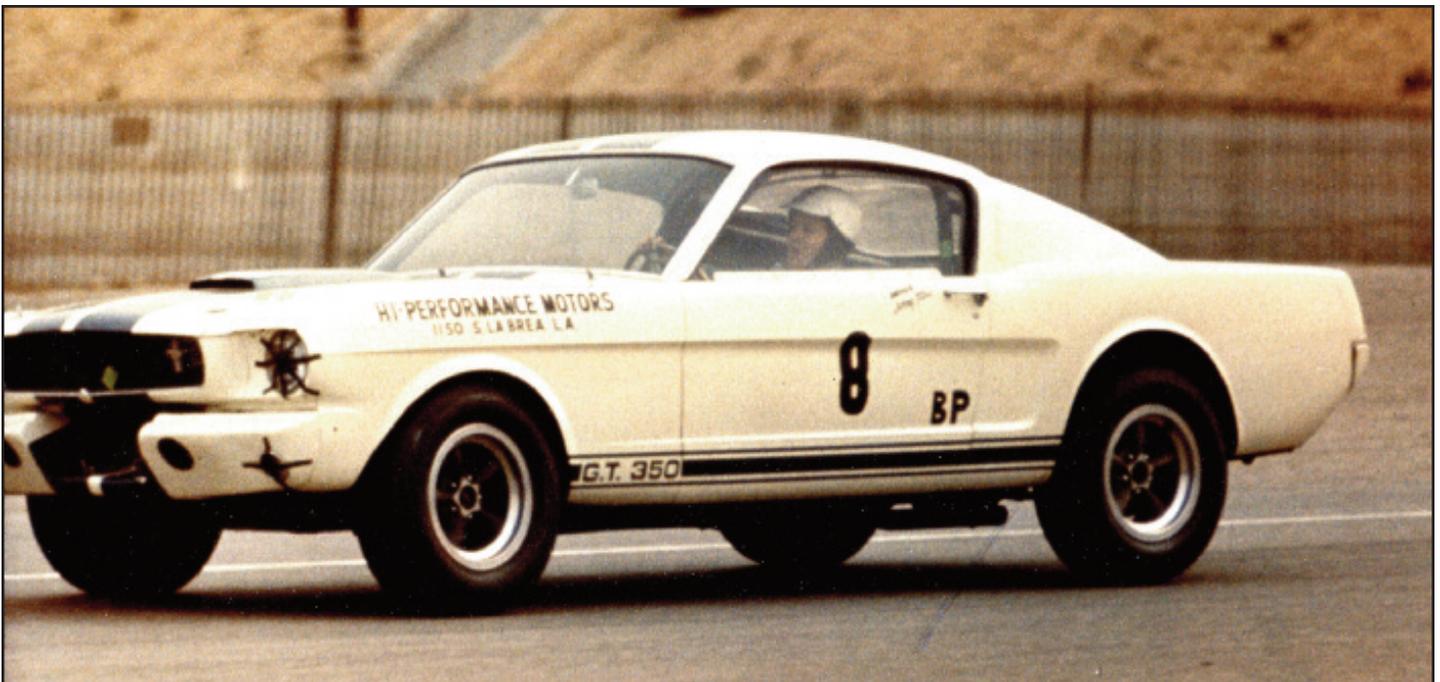
SAAC-1	Oakland, CA	8/76	536
SAAC-2	Hershey, PA	7/77	001
SAAC-3	Pasadena, CA	8/78	101
SAAC-4	Downingtown, PA	6/79	001, 095, 532
SAAC-5	Dearborn, MI	7/80	
SAAC-6	Monterey, CA	8/81	101
SAAC-7	Great Gorge, NJ	8/82	
SAAC-8	Dearborn, MI	7/83	108
SAAC-9	Anaheim, CA	8/84	101, 528
SAAC-10	Great Gorge, NJ	7/85	095, 100
SAAC-11	Dearborn, MI	7/86	100
SAAC-12	Charlotte, NC	7/87	100, 102, 103
SAAC-13	Santa Rosa, CA	7/88	100
SAAC-14	Pocono, PA	7/89	095, 098, 100, 103, 105, 108, 534, 536
SAAC-15	Dearborn, MI	7/90	098, 100, 105
SAAC-16	Charlotte, NC	6/91	095, 098, 100, 104, 105, 533
SAAC-17	Portland, OR	7/92	531
SAAC-18	Watkins Glen, NY	7/93	095, 098, 100, 103, 105, 106, 528, 531, 534, 535
SAAC-19	Indianapolis, IN	7/94	098, 100
SAAC-20	Atlanta, GA	7/95	095, 098, 100, 534
SAAC-21	Lime Rock, CT	7/96	095, 096, 098, 100
SAAC-22	Elkhart Lake, WI	7/97	098, 100
SAAC-23	Charlotte, NC	7/98	095, 098
SAAC-24	Brooklyn, MI	6/99	098, 531
SAAC-25	Lime Rock, CT	7/00	095, 096, 098, 102, 103, 106, 533
SAAC-26	Charlotte, NC	7/01	095, 098, 533
SAAC-27	Fontana, CA	7/02	095, 098
SAAC-28	Nashville, TN	5/03	095, 098, 533
SAAC-29	Brooklyn, MI	7/04	095, 098
SAAC-30	Fontana, CA	7/05	095, 098, 101, 213,
SAAC-31	Danville, VA	7/06	095, 098, 100, 107, 533
SAAC-32	Tooele, UT	7/07	095, 106, 535
SAAC-33	Millville, NJ	8/08	095, 100, 105
SAAC-34	Wampum, PA	8/09	095, 100, 105

WHERE HAVE ALL THE R-MODELS GONE?

Not vintage racing anymore, that's for sure. And why is that? It's probably because they've been priced off of the race track. During the mid to late 2000s prices increased at an astonishing rate. At the beginning of the decade they had moved into the \$200,000 range. Then, fueled by the auction frenzy that saw Cobras and some rare muscle cars shoot up over \$1M, they jumped to \$400K, and then to \$600K and finally one sold for \$900K. That one was an aberration, but it hardly mattered. For a while the price seemed to hover in that area. Then things began to settle down. One went for \$775K, then \$650K and now it seems like they are close to \$500K.

At those prices, no one with a real R-Model is willing to put their car at risk out on the track, mixing it up with the current crop of vintage racers—not all of which are even real GT350s. Some are Mustangs made to resemble R-Models.

And who can blame them? It just might be that we've seen the last of genuine R-Models turning their wheels in anger. If they are ever brought out today, they have been relegated to look-but-don't-touch showpieces. Is it the end of an era? Only time will tell.



Jerry Titus in 5R002 at Pomona.

“Who ARE those guys?”

— Butch Cassidy

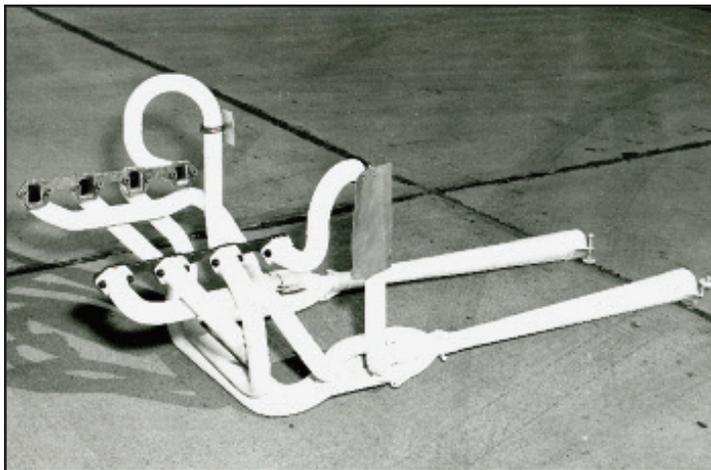
The current clique of owners, as of 5/2010

- 001 Rick R. Nagel, Little Rock, AR
- 002 John R. Atzbach, Redmond, WA

- 094 Fred R. Hilbert, Wichita, KS
- 095 Howard R. Pardee, Waterford, CT
- 096 Claude R. Nahum, Founex, Switzerland
- 097 Whereabouts Unknown
- 098 Don R. Wallace, Tampa, FL
- 099 Destroyed
- 100 Joseph R. Dockery, Paramus, NJ
- 101 Alan R. Bolte, Santa Monica, CA
- 102 Gary R. Magness, Denver, CO
- 103 Ross R. Myers, Perkiomenville, PA
- 104 Glenn R. Bruechmann, Williamsville, NY
- 105 Joseph R. Dockery, Paramus, NJ
- 106 Colin R. Comer, River Hills, WI
- 107 Colin R. Comer, River Hills, WI
- 108 James R. Lindley, England

- 209 R. Buchs, Switzerland
- 210 Destroyed
- 211 Luis R. Alvarado, Lima, Peru
- 212 Gary R. Magness, Denver, CO
- 213 Len R. Perman, Saratoga, CA

- 527 Destroyed
- 528 Larry R. Bowman, Portola Valley, CA
- 529 Whereabouts Unknown
- 530 Michael R. Friedlander, Ann Arbor, MI
- 531 Larry R. Bowman, Portola Valley, CA.
- 532 Rob R. Beck, Falls Church, VA
- 533 Richard R. Ellis, Rapids City, IL
- 534 Brent R. Galloway, Gaffney, SC
- 535 Larry R. Miller, Salt Lake City, UT
- 536 Gary R. Barnes, Phoenix, MD
- 537 Mark R. Schafer, Wilton Manors, FL
- 538 Charlie R. Kemp, Jackson, MS
- 539 Patrick R. Van Coppenolle, Renaix, Switzerland
- 540 Edison R. Gadea Zevallos, Peru



Ever seen a set of these before? Shelby American made two sets (or so we're told) of these bundle-of-snakes headers and experimented with them on 5R002. The horsepower increase wasn't enough to offset the trouble or the expense but the sound was out of this world. One set of these still exists today. What are the odds of that?



Donnie Allison in 5R538 at Sebring in 1967.



Eppie Wietzes driving 5R096 for the Comstock Racing Team in Canada.



Claude DuBois in 5R537 at LeMans in 1967.



THE DOCKERY CARS

In 1965, Shelby dealer Berry Motors in Paramus, New Jersey sponsored a GT350 R-Model, 5R100, which was owned by Marty Krinner of Livingston, New Jersey. Berry was one of two Ford dealerships in New Jersey owned by Bob Dockery. His other dealership—Dockery Ford—was also located in Paramus.



Like all other GT350 R-Models, 5R105 was white with blue stripes during the first season. Shelby American wanted it that way for product identification. Donohue wanted to stand out from everyone else, so when a trailering accident resulted in some minor body damage, he took the opportunity to repaint the car in opposite colors—right before the 1965 ARRC.

Malcolm Starr of Upper Montclair, New Jersey owned 5R105. He had asked his friend, Mark Donohue, to drive the car in national events and he would drive it in regionals. Donohue saw the GT350 as his stepping stone from amateur racing into the ranks of the professionals and he treated the ride very seriously. He approached Archway Ford in Baltimore, Maryland with a professional sponsorship proposal. Archway was already sponsoring Hal Keck's 427 Cobra so they knew what sports car racing was all about. They said "yes" to Donohue. He did well during the season, winning an invitation to the 1965 ARRC and were it not for a flat tire near the end of the race, he was in a position to win. Prior to the race he had approached Shelby American about sponsoring him as an East Coast factory car. When they declined, he painted the car in reverse colors as a form of protest when he showed up for the ARRC at Daytona.

Shelby American had requested that all of cars remain white with blue stripes to maintain product identification with the street cars.

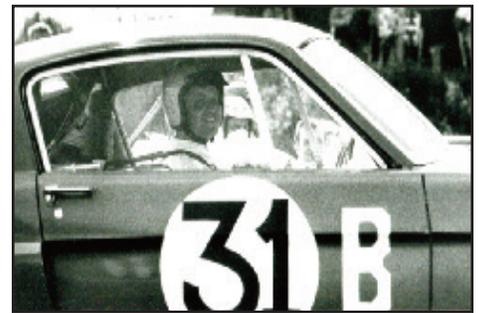
The reason Donohue's tire went flat was that in an effort to find the "unfair advantage" he was later to become famous for, he was using wider rear tires which required wider rear wheels. Instead of the five-spoke American racing magnesium R-Model wheels, Donohue was using American Racing "Standards" which were normally used on drag cars. These wheels were 8 1/2" wide, which is what caught Donohue's attention. The trouble was, they didn't clear the inside wheel tubs. They also required a little additional flaring of the rear wheel arches. At Daytona, when the car went up onto the banking, centrifugal force pulled the car's sprung mass to the outside. As a result, the inside of the passenger side rear tire rubbed against the outside of the rear leaf spring, and it also rubbed against the inside of the wheel house.

The combination of rear tire size and rear end gearing was definitely working for Donohue. He qualified faster than all of the other A/P and B/P cars except Hal Keck in his 427 Cobra. Donohue could feel the tire rubbing during practice and the team tried pounding out the fender tubs and grinding the outside of the leaf springs. But there wasn't enough time to get it right. Donohue qualified second fastest, behind Keck's 427 Cobra (there



The 1965 Daytona ARRC grid was three/two/three/two etc. Hal Keck (#11, CSX3008) was on the pole. Donohue qualified second; third was George Montgomery (#31, CSX3003). In the second row, fourth was Ron Dykes (Sunbeam Tiger) and Jerry Titus, fifth (5R001). Note the pits are on the left. For the ARRC, the Daytona circuit was run in reverse.

was only one other 427 Cobra in the race) and both cars jumped out in front and stayed there for the first half of the 25-lap race. Then Donohue began to fall off the pace. The tire rub was getting worse. He was passed by George Montgomery's 427 Cobra and then Jerry Titus in his R-Model showed up on Donohue's rear bumper. The two ran nose-to-tail with Donohue doing everything he could think of to stay a heartbeat ahead of Titus. Finally, on the 18th lap, the right rear tire blew. Titus moved into first in B/P, which he held until the end of the race. Bob Johnson finished second in 5R102 with the 327 Corvette Stingray roadster of Don Yenke in third.



Thompson Speedway in Thompson, Connecticut on Labor Day, 1966 was Donohue's last chance to get points for the ARRC. Despite four firsts, one second and two fifth place finishes for the season, he only finished fourth in the northeast division, going to the ARRC as an alternate.



At Thompson, Donohue qualified on the pole, with Hal Keck second (CSX3008) and Mel Wentzel third (CSX2127). Marty Krinner (5R100) qualified fourth. Keck tangled with Bob Tullius' TR4 during the race, knocking them both out. Donohue was running second overall and he played Wentzel perfectly, out-braking him into the final turn on the final lap and passing him to take the checker, finishing 1st in B/P and 1st overall.



Mechanic George Clark shares the traditional victory lap with Mark and Sue Donohue.



Donohue found 8 1/2"-wide American "Standard" wheels which allowed him to use wider tires but the combination caused clearance problems. Note additional flaring on rear wheel arch.

In 1966, Dockery Ford took on the sponsorship for Krinner's car and added a second car—Donohue's—to the team. Despite running a large number of events throughout the season, when the points were tallied, Donohue was fourth in the Northeast Region and Krinner was fifth. But through a stroke of someone else's bad luck, the second and third place finishers in B/Production were not able to make it out to Riverside during Thanksgiving weekend, so Donohue and Krinner went as alternates.

The 1966 ARRC was the year of the big accident in the A-B Production race. Ten minutes into the half-hour sprint, Don Yenko's Corvette hit Dan Gerber's red GT350, 5R099, sending Gerber into a concrete retaining wall at about 90 mph. The race was stopped for about ten minutes (but the clock was still running) while the wrecked cars and debris was cleared from the track. When it was restarted, ten minutes later, Donohue's car wouldn't fire so his mechanic shot some ether down the carburetor. The SCCA rules stated that only the driver could work on the car between the green flag and the checker, so he was disqualified.



The annual SCCA national at Watkins Glen in August was a double points event and that always brought a full field of cars. The Glen was a popular track and the opportunity to score double points in one weekend was a good way to save money. This photo was taken at the 1966 “Watkins Glen 500” which was 500 kilometers—about 360 miles. The race was for A-B-C-D production cars and two drivers per car were required, with at least one driver change halfway through, ostensible for safety reasons. It was thought that it would be safer if a driver only drove 180 miles. But leave it to the racers to find a loophole. There was nothing stopping two drivers from listing each other as the co-driver. At the halfway point, both cars would come in to the pits, the drivers would switch cars and after refueling, resume racing. Donohue and Krinner co-drove with each other. In A/Production, Hal Keck (CSX3008) and Ed Lowther (CSX3009) shared 427 Cobras. The white GT350 on the left had an automatic transmission. We’ve never discovered its serial number or even if it was an R-Model.

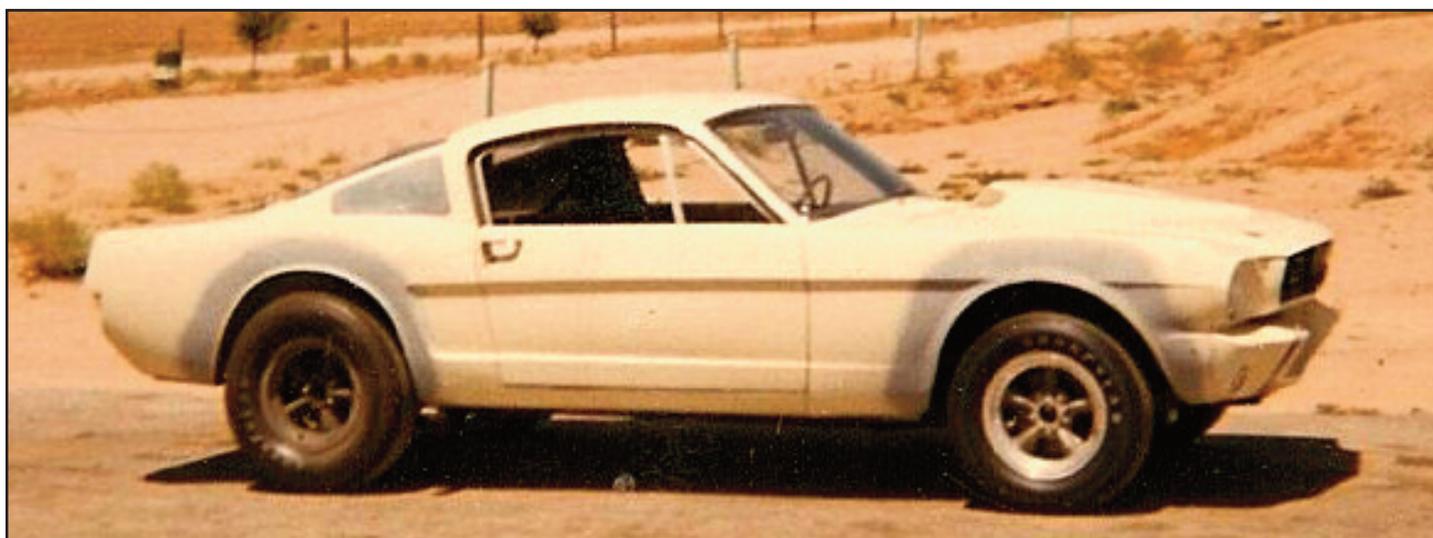


In one of Donohue’s first races with 5R105, it was obvious that the R-Model was not quite “race-ready as delivered.” Make no mistake, it was close; but there was some massaging necessary before the car was really front row competitive. Donohue found that out. Off the truck, the car was softly sprung and under acceleration, as pictured here, the springs hyper-extended. The obvious fix was to get the car lower. That required cutting the front coils and de-arching the rear springs and then using lowering blocks. The result lowered the car’s center of gravity, which greatly improved its handling. However, it wasn’t like there was a manual or guide book which showed them how all this was accomplished, step by step. It was trial and error testing and it was all basics. There was no “unfair advantage” here.



R-MODEL DRIVER DIRECTORY

Acton, Robert L. - 5R528	Gunlock, George - 5R212	Pike, Don - 5R108
Allison, Bobby - 5R538	Hall, John - 5R533	Ponter, Jonathan - 5R534
Alvarado, Luis - 5R211, 5R540	Halpen, Ken - 5R532	Pothotos, Bill - 5R098
Baird, Carson - 5R538	Hamilton, Tommy - 5R533	Reina, Michael - 5R212
Behm, Les - 5R094	Hane, Walter - 5R103	Requena, Humberto - 5R535
Biddle, Walt - 5R094	Hannig, Walter G. - 5R108	Roberts, Dave - 5R101
Blanq-cacaux, Luis - 5R002	Hanrioud, Jean Pierre - 5R097	Robles, Barrey - 5R102
Block, Pity - 5R535	Jett, Paul, Jr. - 5R108	Rodriguez, Pedro - 5R108
Blessing, Randy - 5R103	Johnson, Bob - 5R102	Schetty, Peter - 5R209
Brooker, Brad - 5R210	Johnson, Tommy - 5R212	Scott, John W. - 5R095
Buchs - 5R209	Jordan, Richard - 5R106	Scott, Skip - 5R098
Buhl, Walter - 5R107	Kearney, Don - 5R212	Selbach, Guenther - 5R107
Bushell, John - 5R101	Kemp, Charlie - 5R538	Simon, Wayne - 5R103
Canada, C.C. - 5R095	Kerndl, Franz - 5R107	Sofield, Clarence - 5R100
Cantwell, Charles "Chuck" - 5R002	Kohler, Terry J. - 5R094	Starr, Malcomb - 5R105
Carter, Dick "Redi" - 5R001	Kneeland, Yale - 5R105	Stroh, Bill - 5R531
Clawson, William J. "Bill" - 5R002	Krinner, Martin - 5R100, 5R105	Stumes, Randy - 5R103
Cummings, Don - 5R103	Leslie, Ed - 5R002	Sypherd, James - 5R532
Delalande, Martial - 5R097	Liebach, Carl - 5R094	Tipple, Douglas R. - 5R095
Donohue, Mark - 5R100, 5R105	Ligier, Guy - 5R097	Titus, Jerry - 5R001, 5R002
Dubois, Claude - 5R539	McDonald, Lee - 5R100	Tuerlinx, Chris - 5R539
Dunsire, Ken - 5R533	Macon, Richard III - 5R538	Van Beuren, Fred IV - 5R108
Dykes, Ron - 5R102	Manucci, Carlos or Pepo - 5R540	Vincent, Bob - 5R212
Dysart, Jack - 5R536	Marrs, Paul - 5R104	Von Wendt, Freiherr - 5R107
Finkel, Sidney - 5R108	Martinez, Gerardo - 5R002	Ward, Stan - 5R096
Fish, Russell - 5R002	McClure, Bob - 5R212	Warren, Benjamin F. Jr. - 5R095
Fisher, Craig - 5R096	Menapace, Ray - 5R100	Wentzel, Mel - 5R532
Flaherty, Tom - 5R101	Miles, Ken - 5R002, 5R098	West, Roger - 5R538
Fordyce, Bob - 5R101	Mulnix, Gerald - 5R095	White, Clinton - 5R527
Forstor, Johann - 5R107	Neerspach, Jochen - 5R107	Wietzes, Eppie - 5R096
Fuchs, Edward - 5R099	Olson, Ronald - 5R095	Winsett, Buddy - 5R538
Gamboni, Richard - 5R527	Owen, Edgar "Ned" - 5R098	Yates, Mack - 5R104
Gerber, Daniel F. - 5R099, 5R102	Pabst, David - 5R536	Yeager, Tom - 5R094, 5R210
Gregson, Dean - 5R101	Reiter, Josef - 5R107	Zischler, Theodor - 5R107
Grossman, Robert - 5R100	Petrillo, Albert - 5R100	Zund, Pius - 5R097



5R537 at Willow Springs, May 1966. This unsold R-Model was used as a test bed for the GT500. It was equipped with a full-race 427 engine.