



THE MAIL SAAC

We just finished watching the annual January Barrett-Jackson bacchanal on Speed Channel and we feel like we survived—just barely—some refined form of Chinese water torture. We weren't watching non-stop, like a baseball fanatic mesmerized by every pitch of the World Series. It was more like elevator music in the background while we sat at the keyboard, banging out squibs for this issue or editing 1968 Shelby footnotes for the upcoming registry. Speed's broadcast reminded us of the endless video loops set up on the end of the aisle at Costco, pitching a vitamin supplement or something that removes calcium deposits from showers and toilets.

Whenever a Shelby or Mustang went on the block it caught our attention, although it's next to impossible to extrapolate anything from the prices (strong? weak? stable?). We stuck it out on Saturday night to see Craig Jackson's Green Hornet go down in flames: \$1.8M bid, reserve not met despite the auction company's estimate of \$4-5M. Their description of the car's being "the most important and historical Shelby of all time" seemed a little over-the-top. Or was that just us? It was followed by George Barris' original Batmobile which rung the \$4.2M bell. When bidding went north of \$3M they had the paddles ready for Barris who, at 88, probably had palpitations with each \$100K increase.

A lot of thoughts cascaded through our mind as all this was going on. The first one was, who ARE these people bidding on these cars? Nobody we know, that's for sure. They reminded us of people playing with Monopoly script, paying crazy money for shiny automotive glitz and bling or restomods. From what we saw of the "restored" cars, for that kind of money they would require a much closer examination than would be possible amid the circus environment. And who pays \$180,000 for a recreation of a muscle car that has all of the correct parts and pieces but came down the assembly line as a ordinary Belvedere, Bel Air or Galaxie.

HOW DO YOU GET 6 CARS TO LEMANS?



There's no question that, in 1965, Ford opened the money spigot all the way and aimed the hose at LeMans. Getting the race cars to and from the track—they went to England, first—was a major challenge. It wasn't practical (or cost effective) to ship large, American 50-foot transporters to Europe. The streets and roads were just too narrow and the turns were too tight. It was also impractical to have a dozen single-car trailers trundling cars around. So Ford rented the largest British transporter they could find. The Cobra team already had the Fiat/Bartoletti transporter. Ford USA used their contacts at Ford of Britain to locate something that could carry six cars at once. We've never seen a picture of this particular hauler before. It has a Daytona Coupe and Ford GT on the top deck, and a pair of GTs on the trailer's upper and lower level. Thanks to Gary Goeringer of Morgan Hill for grabbing from an Internite website. The Internet is, indeed, like a box of chocolates.

NEW '67 SHELBY TRANS-AM POSTER

Automotive designer Jim Gerdom has just released his latest piece of art: a limited edition (500) poster of Jerry Titus' Terlingua Racing Team T/A car. Gerdom was trained at the Art Center in Los Angeles. He started his company, The Design Factory, back in 1970. If you land on his website you'll find about 50 different cars—everything from Shelybs and Cobras to Mustangs, Falcons and street rods. And a few surprises.



The standard-sized prints are 12" x 24" are \$40 each. Smaller sizes are also available: 9" x 18" are \$30 and 5" x 10" are \$20. Details of all available art are on their website: www.designfactoryart.com

Another thing that we wondered about: who would buy a new GT350 or GT500 (or a 427 Chevelle, or a Hemi Cuda or a split window Corvette), keep it for 30 years or more, and only drive it an average of 400 miles a year? Someone like that has to be rarer than a sasquatch but extremely low mileage survivors keep popping up at auctions. Of course, you may have to take that odometer reading with a grain or two of salt.

Speed's Barrett-Jackson broadcast team has to fill 39 hours of air time over six days. And you know what? None of these guys has ever seen a car that they do not love, or that they would not like to own. They have to be extremely knowledgeable to land a gig like this, and their easy back-and-forth banter is enjoyable—up to a point. But then they cross the line and come off as glib know-it-alls. This is the guy you get stuck sitting next to on a long flight who will not let you take a nap.

Does their contract specifically stipulate that they each have to say "Barrett-Jackson" at least once every 30 seconds? If we heard, "*This is something you see only at Barrett-Jackson*" once, we heard it a hundred times. And evidently there is no upper limit on the number of "Barrett-Jackson moments" they can pack into the broadcast.

We don't want to sound like we're complaining because nobody tied us to the chair, taped our eyelids open and made us watch. But if that had been the case, it wouldn't have taken very long before we confessed to anything. "Ok, ok! We admit it. *We killed Nicole Simpson. Just turn that thing off!*"

We also found it noteworthy that Craig Jackson's car, the 1968 Shelby notchback prototype "Green Hornet," received a huge amount of hype prior to its Saturday night prime-time slot. At one point B-J's folks estimated it might sell for \$4M to \$5M, but evidently the right buyer wasn't there. The bidding only reached \$1.2M, which was under the reserve. Jackson auctioning off his own car reminded us of a casino dealer playing a hand for himself, using the house's chips. Isn't this a conflict of interest? Maybe not if you own the house.

Will we watch it again next year? Yeah, probably. It's like a six-day train wreck and it's hard to look away completely.

WHAT'S THIS ALL ABOUT?



We spotted this sticker on the windshield of an original Cobra at Monterey. We're sure somebody out there in the San Diego area can fill us in about these. Who came up with this neat piece of trivia? How many have been given out or sold so far? And how can someone with a genuine Cobra get one for their car? We're guessing they are not handed out indiscriminately. The idea is to display them only on genuine Cobras. What's the procedure? Do you have to present the car in order to have someone physically put it on the windshield? Seeing just one on a replica would destroy the whole purpose. So, what's the story? Inquiring minds want to know....
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I SAW IT ON "FREAKINGNEWS.COM"



We found this picture of a Cobra coffin while bouncing around the Internet. The website is freakingnews.com and it is, from what we can tell, a site dedicated to editing pictures or images within pictures, some of which are inspired by news stories. They hold contests for photoshopping and it is a place where people can show off their talents. Following Carroll Shelby's death, someone created an image of this Cobra coffin. If it was real it would be a shame to bury it.



A search for "Cobra" on freakingnews.com turned up this rendering of a "Cobra Lightning" pick-up. Maybe we should have held on to this until April 1st.

CARFELLAS: GOOMBAS ON WHEELS



If you're a fan of reality TV you've probably seen "Carfellas" on Discovery Channel. The premise is that the camera catches the comings and goings at Mike DeLucia's Long Island used car dealership, Broadway Motors. Assisted by his two associates, Mario and Tommie, their goal is buying cars low and selling them high. That's the goal of every used car dealership, so what makes these guys different? The recipe contains equal parts of joking and back-slapping, cursing, playing pranks on each other, throwing office equipment around and peeling off hundred dollar bills from a roll that would choke a horse. Add some gold chains, a dash of goomba, and a reverence for Cadillacs. Pictured above [left to right] are Mario (the appraiser), Tommie Tommie (called "5-by-5" for some reason), SAAC member Alan Stewart and the boss, Mikey D. The car is Stewart's GT350, 9F02M482632. It's nice to know there's a local place he can bring his car to if he needs some quick cash. Capice?

'67 SHELBY MUSCLE CAR STAMP !



By the time you see this you will be able to go to your nearby post office and get "forever" stamps with a 1967 Shelby GT500 on them. Or get them online. It's part of a set of five different stamps in this series: the Shelby is joined by a 1969 Dodge "Daytona" Charger, a 1966 Pontiac GTO, a 1970 Chevelle SS convertible, and a 1970 Plymouth Hemi 'Cuda. Picking five cars is an impossible decision, likely to please only the owners of the cars depicted. But a Shelby is a Shelby, so we were delighted to see one included. We won't split hairs and argue that it should have been a "_____ " [you fill in the blank]. One of the requirements for a person to eligible to be on a postage stamp is that they have to be deceased for ten years (although exceptions have been made), so don't look for Carroll Shelby any time soon. We wrote to the USPS back in 1984 suggesting they put a Daytona Coupe on a stamp in 1985, the twentieth anniversary of the Cobra's World Manufacturer's Championship. All we heard were crickets.

TRICK OR TREAT-2



It's obvious that Greg Garland of Charlottesville, Virginia has a talent for pumpkin carving. Last year he tried his hand at a Cobra emblem on a jack-o-lantern which came out really good. We ran in the Winter 2012 issue (page 11). This year he upped the ante with a 427 Cobra. Bob Garland, Greg's dad, sent us the update. We can't help wondering what's coming next October? Maybe Bob will show him a picture of the Cobra Caravan!

WHERE DO YOU THINK THE NAME "COBRA JET" CAME FROM ?

This 1967 Mustang is powered by a Westinghouse J-34 jet engine that puts out something like 10,000 horsepower. It was recently offered for sale on Craigslist and the history is a little vague. The drag car was apparently built sometime in 1969-1970 and was apparently not driven much. The seller (often not the best determinant of actual history) claims the car went 308 mph in the quarter mile but jet-powered drag car legend Walt Arfons had a similar Comet bodied turbine-powered car and its fastest time was in the 200-205 mph range. This car, carrying the name "Krispy Kritter," is from the Pittsburgh area and is suspected to have been in storage there for years. The driver's compartment leaves a lot to be desired, and when Pardee saw it his first question was, "Where are the back-up lights?"



1969 MUSTANG MACH 40

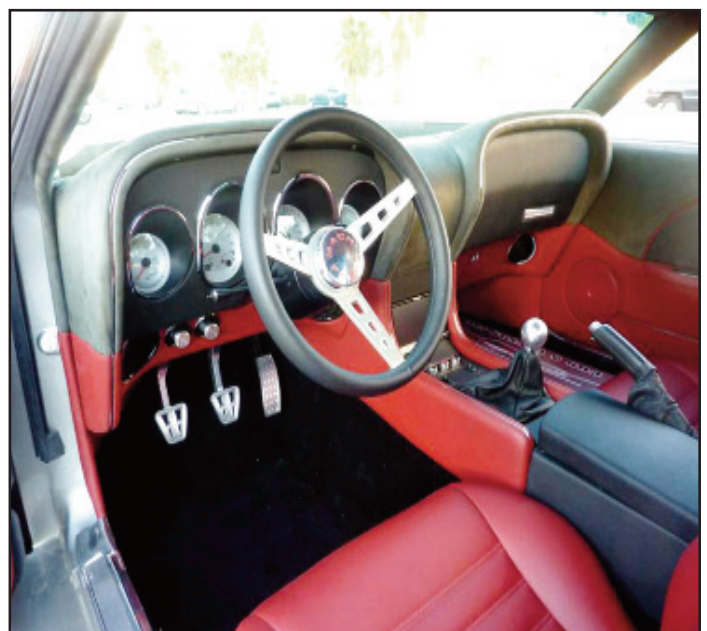
With so many trick cars being brought to the annual SEMA Show in Las Vegas (2012's dates were October 29-November 2), it's almost impossible to pick one stand-out. Both the quantity and quality are high. So when almost everyone leaves the show talking about one car, that's saying something. The buzz at this past year's SEMA show was about the 1969 Ford Mustang Mach-40. At first glimpse, it looked like a chopped, channeled and sectioned Mustang. But the proportions weren't right. It was shorter and wider, and of course, lower. And there wasn't much overhang ahead of and behind the wheels. So, what was it?

It was a melding of an '06 Ford GT and a 1969 Mustang Mach 1. The car was the result of three years worth of work by David Eckert and his guys at Eckert's Rod & Custom in Molalla, Oregon.



Pictures of the construction process as well as the finished product as it was displayed at the SEMA show were plastered all over the Internet (if you knew where to look). As soon as we saw a photo of the car we blasted a note to Jeff Burgy, our all-knowing, all-seeing new Ford GT wizard. As we have come to expect, he was on top of it and sent us a half dozen websites where pictures were posted (some of which you see here).

Starting with a wrecked '06 Ford GT (Burgy has, so far, been unsuccessful in getting its serial number for the registry) and a '69 Mustang Mach I, the Mach's body was massaged to cover the GT's wheels and tub. The proportions and dimensions worked. It didn't look like a cartoon car, as many customs often do. The engine was a 5.4 liter, 600-850 horsepower motor (the horsepower was adjustable by a dial inside the car). Suspension came from a C6 Corvette. Nicely done!



LONG LOST COBRA IS... STILL LOST

SAAC's webmaster Ron Richards has a computer search program that automatically alerts him whenever "Cobra" or "Shelby" appears on the Internet. Like panning for gold, he throws out a lot of sand and gravel, but every once in a while he finds a nugget in his pan. Case in point:

Greg Williams (Motor Writer – automobiles, trucks, motorcycles old and new) from Calgary, Alberta, Canada posted a story back in September on his blog (www.gregwilliams.ca) that was titled, "Daughter searches for dad's long lost Cobra." The article centered around Mary Ann Samaha (not coincidentally, also from Calgary) and her search for the Cobra her father owned before 1966, when she was born. As a child, she recalled hearing stories from her dad about the car he raced. There trophies all around the house and it was evident he loved the car. Once it was sold he lost track of its whereabouts.

Lloyd Samaha was living in Hawaii in 1959 when he borrowed his friend's sports car to race in an amateur event. He discovered that he enjoyed the experience and soon bought a beat-up Jaguar to race. By the mid-1950s he was running a high-end steak house in Honolulu. As a sports car and racing enthusiast, he was aware of what Carroll Shelby had created in the Cobra, and had actually raced a friend's Cobra occasionally in local club events. Samaha decided that he should have a Cobra of his own. It would be a fun car to race. He visited Pflueger Lincoln-Mercury, the Cobra dealer in Honolulu, and soon a red roadster was sitting in his driveway. He began racing it and as he did, the competition modifications began. Eventually, in addition to the forward-braced roll bar and windscreen, it got American five-spoke wheels, Webers, a hood scoop and an oil cooler.

In 1965 Samaha moved his young family from Honolulu to San Francisco. The Cobra was shipped by air. He raced the Cobra a few times at Laguna Seca, Vacaville and Riverside, but with a third child on the way (Mary Ann, who would begin searching for her father's "lost" Cobra some thirty-five years later) the car had to go. It was sold in 1966.

The Cobra always occupied a warm spot in Lloyd Samaha's heart and Mary Ann grew up realizing this car was something special to her dad. In 1981 the family moved to Calgary. In 2000, with the Internet now in the mainstream, Samaha asked his daughter if she could use her computer to find his old Cobra. She eagerly began.



But she soon hit a brick wall. Her computer search led her to Cobra Registrar Ned Scudder but he told her that without the car's serial number, finding the its current whereabouts was a long shot. Mary Ann's dad died in 2007 but her desire to find the car did not. Now armed with a list of the race modifications he had made to the car when he was racing it, as well as much other history as she had, she contacted Scudder again. He responded immediately, telling her that he found the car. He even had a recent photo of it.

The serial number was CSX2238 and Scudder knew the car's history except for the original owner's name. The second owner purchased the car in 1966 while he was in the military. He was assigned to duty at a base in the midwest. When he was transferred back to the West Coast he drove the Cobra and the water pump blew while he was in Albuquerque, New Mexico. He had to get to his new assignment so he left the Cobra in a gas station to be repaired.

He returned two weeks later to pick it up, only to discover that it had been stolen. It was unrecovered until 1974 when it was

found, engineless and without wheels, crashed at the base of Mt. Taylor near Grants, New Mexico. It had served as a target and had the bullet holes to prove it. All of the modifications Mary Ann had provided Scudder with matched those found on the stolen car. The photo Scudder provided to Mary Ann brought tears to her eyes.

"A part of me was really sad when it was found," said Mary Ann. "I wouldn't be able to tell my dad about it. But, to have shown him that photo would have broken his heart."

The Cobra was towed out of the woods and eventually restored. It went through a series of owners as Cobra values began their climb through the 1980s. In 1989 it was purchased by a German buyer and shipped to that country.

"I'll continue Googling the car in hopes that one day I will find it," said Mary Ann. "If I could just sit in the car and feel what my dad felt when he bought it, that would be enough. It was gone before I was around, and even though I never saw the car with my own eyes, I just can't let the mystery go."



SFM5S396 GATHERS MORE GOLD

The Lake Mirror Classic Concours d'Elegance in Lakeland, Florida is one of the Southeast's premier car shows. About 125 cars are invited to be displayed on the scenic lakefront setting. It is a pretty classy affair: a Scottish bagpiper led a line of hotel waiters in tuxedos who delivered lunch to the concours participants. The event attracts more than 35,000 spectators. This past October, SAAC members Dave and Susan Turner of Sebastian, Florida received an invitation to display 5S396 at this show. The car was fresh from SAAC-37 where it won a Gold concours award. The Turners thought it might be nice if the car received some sort of low level recognition but they were pleasantly surprised when they discovered it would be presented with the prestigious "Chairman's Award."



The winning cars were driven across a red carpet. The awards were presented by Honorary Chairman Brian Redman [left] and Show Chairman Ford Heacock [right].

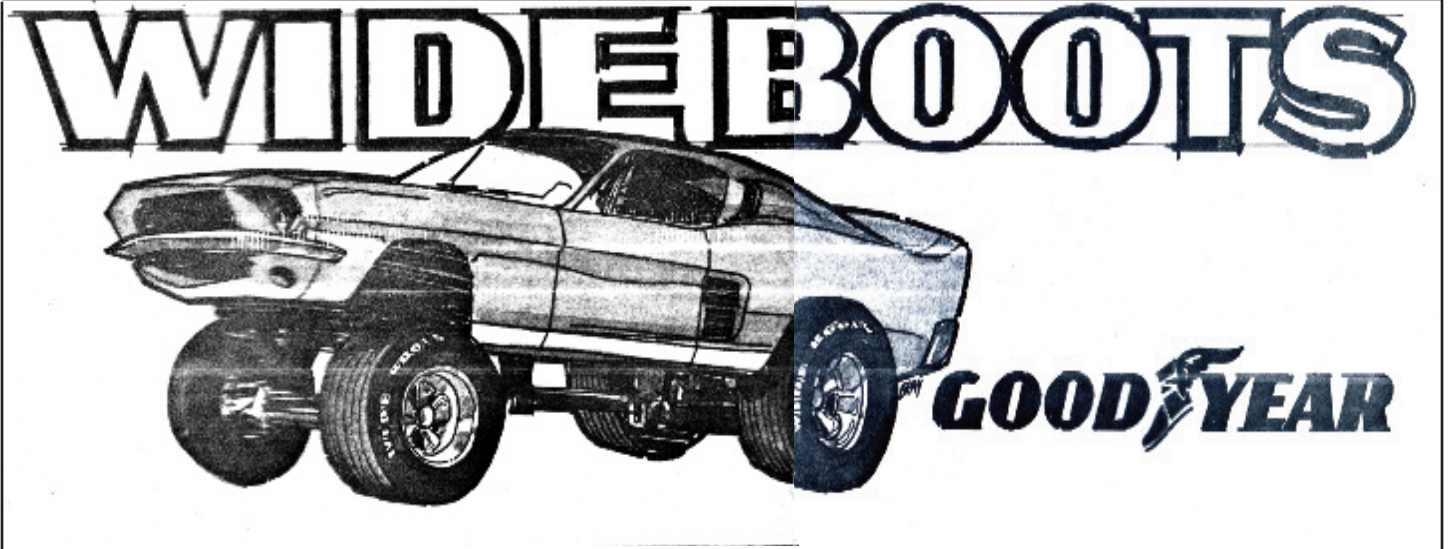
ORIGINAL COBRA ART



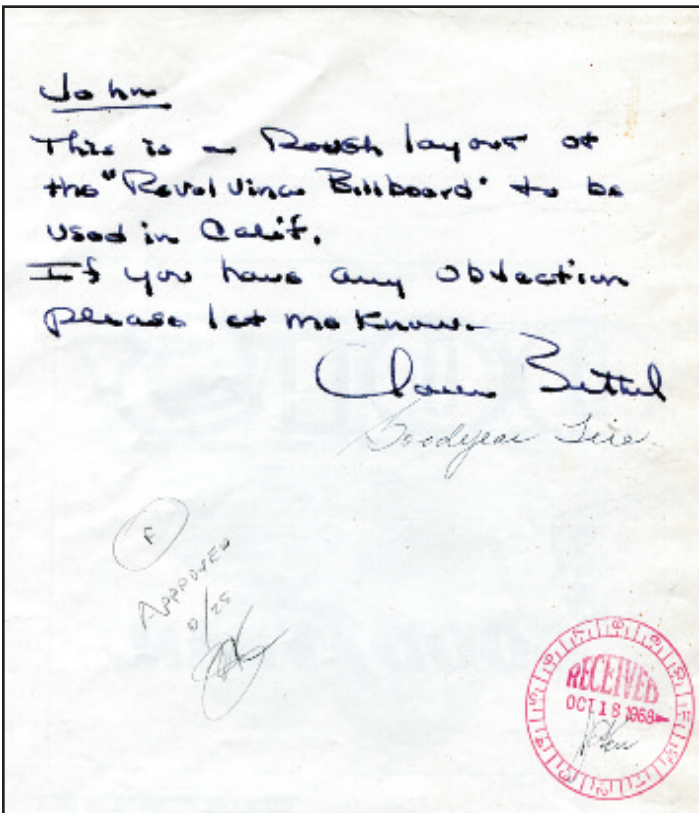
These detailed photorealist acrylic paintings are the work of artist Ken Scaglia. He was educated at Purdue and Yale and obviously his time was not wasted. We got this email from the Red Door Gallery in Richmond, Virginia. They are big (30" x 30" and 20" x 60") and expensive (\$6000 and \$5500 respectively). Fine art is probably the one area of Cobra/Shelby collectibles that has been overlooked. Because we're not talking about prints or lithographs, one of a kind original art is an "investment." www.reddoorgalleryrichmond.com



GOODYEAR BILLBOARD THAT NEVER WAS



Imagine driving somewhere in Los Angeles in 1968 and seeing this on a large billboard above you. Unfortunately, all you can do is imagine it because although it was suggested in October as a rough draft pictured above, it never went any farther. SAAC's '68-69-70 Registrar, Vincent Liska, was rooting around in his archives when he found this rough draft. It had been placed in a file for something completely different. The tire sidewalls carry "Wide Boots" in the illustration and it is not known if part of the proposal was to introduce a new tire model. Below we have reproduced the note that was written on the back. We can't decipher the word before "billboard" but it was presumably the working title of the project. This isn't the first mystery connected to these cars and surely will not be the last one.



DOUBLE SUNROOFS



It's a stunning marketing ploy for a raffle: two Shelbys, one a 1968 GT350 and the other a 2013 supercharged GT500. Both red with white LeMans stripes and both with sunroofs. The 1968 Shelby is serial number 8T02S143400-01503. The sunroof is a legitimate one-of-a-kind original, shipped to a Shelby dealer in California. The car went unsold and Shelby Automotive agreed to take it back but they asked that a sunroof be installed before it was shipped. Once back home, it was used as a company car for ten months before being sold as a used unit. This drawing is being held by the WorldCause Foundation in Ft. Lauderdale, Florida. The ticket order form, which was included in several automotive publications, says donations (\$3 a ticket all the way up to \$500 for 600 tickets) are tax-deductible. Grants will be provided to the Disabled American Veterans, the Henry Ford Health System and the Carroll Shelby Foundation. WorldCause states they are "dedicated to improving the quality of life for all inhabitants of this planet. WCF fulfills this mission by providing aid and support for humanitarian, environmental and wildlife causes. WCF also provides funding to selected non-profit organizations that have a proven track record in accomplishments that further its mission." These are broad goals indeed, and you have to wonder if they are spreading themselves a little thin. The drawing goes off on July 4, 2013 at 11:59 EST. The grand prize includes \$500K to pay the taxes on both cars. WorldCause has held raffles previously (last year a '67 Shelby). The registrar will know who the winner is.

"LOST" EELH SIGHTING "FOUND"

Boulder dash for Shelby American fanatics

It's the real thing you're after when the Shelby American Collection, which lies in the shadow of the Rocky Mountains just outside Boulder in Colorado, hosts. "We are a non-profit, private foundation that is viewed as the center of the universe for Shelby race cars and associated memorabilia," system-founder and patron Steve Volk who has loaned his extensive collection, both cars and memorabilia, to the museum.

The building also comes via the generous generosity of Volk, allowing him and his friends to share their superb collections with the public. The running of the museum is taken care of by 427 Cobra-owning Dave Murray and his brother Bill.

"I first saw a Cobra on display in a Ford dealership in Denver and that moment changed my life," says Bill. "Through the collection I've met some really great people such as Pete Brock who has donated various Daytona styling sketches to the collection. Ken Miles' son Peter has also become a good friend. My favorite items are Ken's racing gear."

Experienced Englishman Miles, nicknamed "Tiddy Tiddler", is remembered with a fine bronze bust which was commissioned by the owner of his racing Cobra. "Ken Miles' car is here too," says curator Murray, "as well as his favorite black helmet, Bell carrying case, distinctive split-rim goggles and his personalized Cobra team jacket."

As well as memorabilia, the collection has a wealth of Shelby parts including race-ready 289 motor, capped by quadruple Webers, along with a standard Hi-Po 289 and a 427 on steroids. "Any parts I don't use are on loan," explains Murray. His Cobras restoration company is responsible for preparing cars for the collection.

Within the glass cabinets you'll find race programmes, trophies, brochures, promotional material and driver clothing stacked up next to delicious finds such as Carroll Shelby's driving licence and a can of Pit Stop, a real manly deodorant sanctioned by Shelby.



Above: Shelby Collection curator Murray. Below, clockwise from centre: Shelby deodorant; Miles' race gear; Shelby team jacket; Reval slot car



The scale of the memorabilia is staggering and only a fraction is on display. "We have all the original documentation from the Shelby team, including the 1966 and '67 Le Mans - right down to hotel receipts, testing results and signed driver release forms," enthuses Volk. "Among our extensive collection of parts are automatic transaxes and experimental fuel injection systems. We even have Carroll's trophy from the '59 Le Mans and several cancelled cheques to drivers."

As well as huge evocative period photographs, the walls of this Shelby shrine are adorned with rare original race posters. Many of the powerful images were taken by official Shelby American photographer Dave Friedman - ranging from the Cobra's race debut, driven by Dave MacDonald at Riverside in 1965, to the final season of Shelby Racing Car with the TransAm Boss 302 painting of Pete Revson and Hurst Kenedi. The shots brilliantly complement the important cars on display, ranging from the first GT150 racer to Daytona Cobra CSX 2299 and J1, the final evolution of the GT40. This spectacular bronze racer, driven by Mario Andretti at Le Mans in 1967, is now owned by Volk.

A good deal of the paperwork generated by Shelby American is preserved in the archive which, as well as giving an insight into how the operation was run, documents which cars went where and did what. One of the coolest things about this truly eclectic collection is that the ketch and trivia is not forgotten - Zippo lighters, cuff links, key rings, plastic model sets and slot cars. Even the juke box is filled to the brim with 1960s singles including naturally Big Little Cobras by the Ripchords.

Rinsey Mills

The museum is open 10am to 4pm on Saturdays. Entry costs \$5. Special arrangements are available for groups. Shelby American Collection, 5629 Chaparral Court, PO Box 19228, Boulder, CO 80302-2228, tel. 061 493 516 8561, web: www.shelbyamericancollection.org

"THE NEGOTIATOR" DRIVES A 427 COBRA

Seeing William Shatner at the wheel of a blue 427 Cobra with white LeMans stripes on the latest Priceline television commercial was a real surprise. It wasn't very likely an original car, of course, but between CSX4000s, Kirkhams and other replicas, who can really tell when it's only on the screen for a few seconds? And who, besides the purists, does anyone care? <http://www.youtube.com/watch?v=ED-Snjfxu Ig>



This doesn't happen very often but every once in a while someone sends us something that slips through the cracks. We try to put whatever we get into the issue we are working on at the time so it stays fresh. We have two baskets near our desk: one is for things that could or should go into the next magazine, and the other for things that could or should go into the registry. The above page was originally printed in the January 2003 issue of *Classic & Sports Car*. It went into the "Shelby American" basket along with a note from the SAAC member who sent it to us. Then a bunch of things must have gotten placed on top, and more things on top of that. It stayed on the bottom for (gasp!) a few years. It was written by Rinsey Mills, whose book on Carroll Shelby (see Spring, 2012 issue for a review of this book) was in the offing. In the course of his assembling facts and details, he spent some time doing research in Boulder. Noted Cobra racer Bill Murray (the last person to race a Cobra in SCCA competition—CSX2226 in the October 1983 at the ARRC) became the in-house custodian/restorer/historian/driver for the Larry Miller collection. A lot of Miller's cars were displayed in Boulder's Shelby American Collection but his accumulation of Cobras and GT40s quickly outgrew Boulder's floorspace. When he built Miller Motorsport Park in Tooele, Utah, that track was the perfect place for Miller to put up a museum that would house the balance of his cars.



In the wild west of the 1800s, the fastest gun rarely held that title for very long. There was always someone ready to draw down on him in an attempt to become the new top gun. And if he did, the title only lasted until someone took it from him by demonstrating that they were faster. Not much has changed, except that instead of six-shooters, now it's four wheels. The present Guinness World Record for the fastest standing mile for a street car is 283.232 miles per hour. The car is a 2006 Ford GT owned by Johnny Bohmer.

Bohmer runs a West Palm Beach, Florida garage which specializes in tuning Corvettes, Mustangs, Camaros, Vipers, MoPars and, oh yes, Ford GTs. His clientele are the uber rich in Southern Florida. His personal Ford GT is the equivalent of a business card. A very fast one. He is said to be a genius when it comes to turbos, aerodynamics and high level fabrication. The engine puts out 1,800 hp through custom-fabricated turbos. He figures he has about \$250,000 into his car, which cost him \$160,000 to begin with. He frequently drives it to local car shows.

The record-breaking run took place on October 16, 2012 at Cape Kennedy, on its three-mile long Space Shuttle runway. According to Bohmer, it took 21 seconds to cover the standing mile. During that charge the car sucked down five gallons of gas. Bohmer's goal is to break 300 mph and in the spring of 2013 he intends to show up at Cape Kennedy to make the attempt. Unlike the days of the gunfighters, it is possible to beat your own record; to draw against yourself. Bohmer is trying to make it more difficult for the young guns sure to come after him.



INTERNET GOLD, HOLLYWOOD DEPARTMENT



We continue to be amazed at the pictures that SAAC members see on the Internet and pass along to us. One of Shelby and Steve McQueen shows more of Shelby American's building than the more common McQueen photo. And how about this still of James Garner in the GT350 Hertz car he drove in "Grand Prix." Is it any surprise that after this movie he got into cars?

