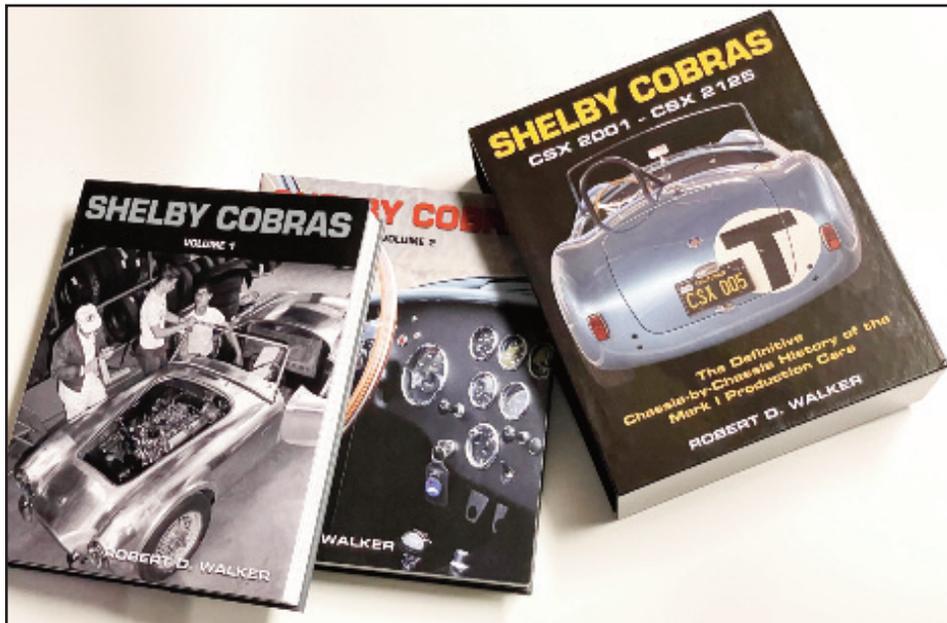


Shelby Americana

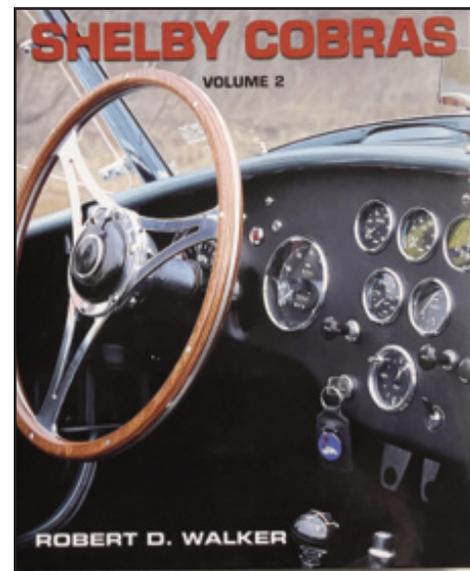
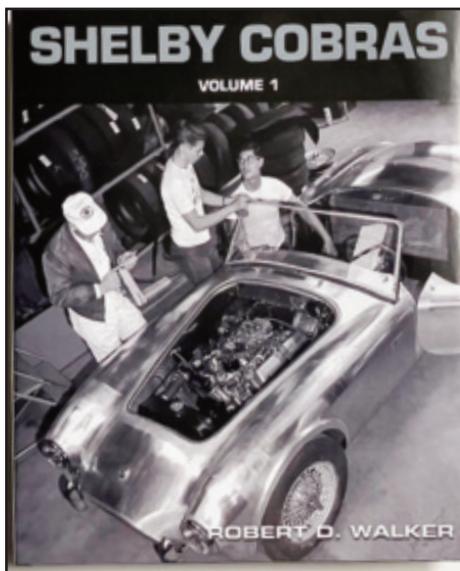
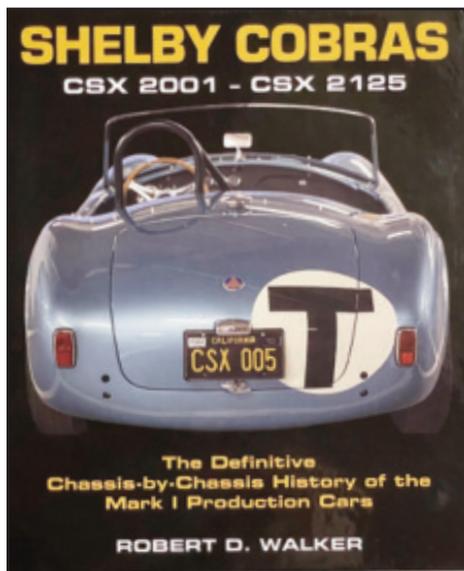
SHELBY COBRAS: CSX2000-CSX2125
by Robert D. Walker. 9 3/8" x 11 1/4" hardcover; Vol. 1 – 523 pages; 602 color photos, 192 black & white. Vol. 2 – 527 pages; 578 color photos, 234 black & white. \$250.00 (for both volumes). Color slip case included. Published by Dalton Watson Fine Books, Deerfield, IL. www.daltonwatson.com Signed books available from Cobrapilote.com

We do not have enough superlatives to describe this book. It is so far and above any other Cobra book ever published that comparing it to any of the rest of them is simply a waste of words. When a Cobra owner pulls out a file or scrapbook about his car it contains pictures (everything from snapshots provided by previous owners to 8"x10" prints to professional studio photographs), newspaper clippings, factory invoices, race program entries, dealer memos, bills of sale, correspondence from previous owners and just about anything else pertaining to a car. That's what this book has about almost every car. Each page is a treasure trove of details about an individual car, layed out like a scrapbook.



This will not be a book you will read and then put away on your bookshelf. It is a book that will be on the top of the pile of books on your coffee table, desk or end table and you will find yourself picking it up and looking through it for a long time. Each time you do you will be surprised to see something you had not seen before.

Bob Walker's first Cobra book was *Cobra Pilote – The Ed Hugus Story*. It told the story of dealer and racer Ed Hugus who was an integral part of the Cobra story – although one that was not well known to Cobra enthusiasts. Walker, a SAAC member, was Hugus' neighbor. He was restoring a Cobra and came to Hugus' attention.



A lunch led to a two-year friendship, and the stories Hugus related about his Cobra days were something Walker, who considered himself a pretty knowledgeable Cobra owner, had never heard before. They led to a book (*Cobra Pilote*, reviewed in the Spring 2017 issue), completed just before Hugus passed away from pneumonia. He was 83.

The Hugus book led Walker to his next project – a deep dive into early Cobra production. The first 125 cars are discussed in detail. Walker conducted several hundred interviews with people who were connected with individual cars, resulting in previously unknown histories and facts on individual cars. The book(s) also include hundreds of previously unpublished photographs and documents. If you are seriously into Cobras, you will lose yourself in this book. And be happy that you did.

This book is what we wish the Cobra Registry could have been. It is well-written and painstakingly researched. If you do not buy this book you have no right to consider yourself a Cobra enthusiast. You are merely someone with a passing interest in Cobras.

After seeing this book, the one question we had was, will other volumes follow? After all, 125 cars are covered in two volumes. There are 873 cars remaining. Researched in the same manner, they would fill seven more volumes. We asked Bob Walker about this. He said that he was 77 years old, and after putting four years into the project, he didn't feel he had the time to continue his research. We couldn't help thinking that this represents a unique opportunity for a younger Cobra enthusiast to pick up the baton and continue. Walker has already created the perfect template. There is probably twenty year's worth of work between the remaining 873 Cobras. Will someone take up the challenge before all of the remaining details of the Cobras are lost forever as previous owners pass away? We hope not.

Signed copies are available from Bob Walker through his website www.cobrapilote.com