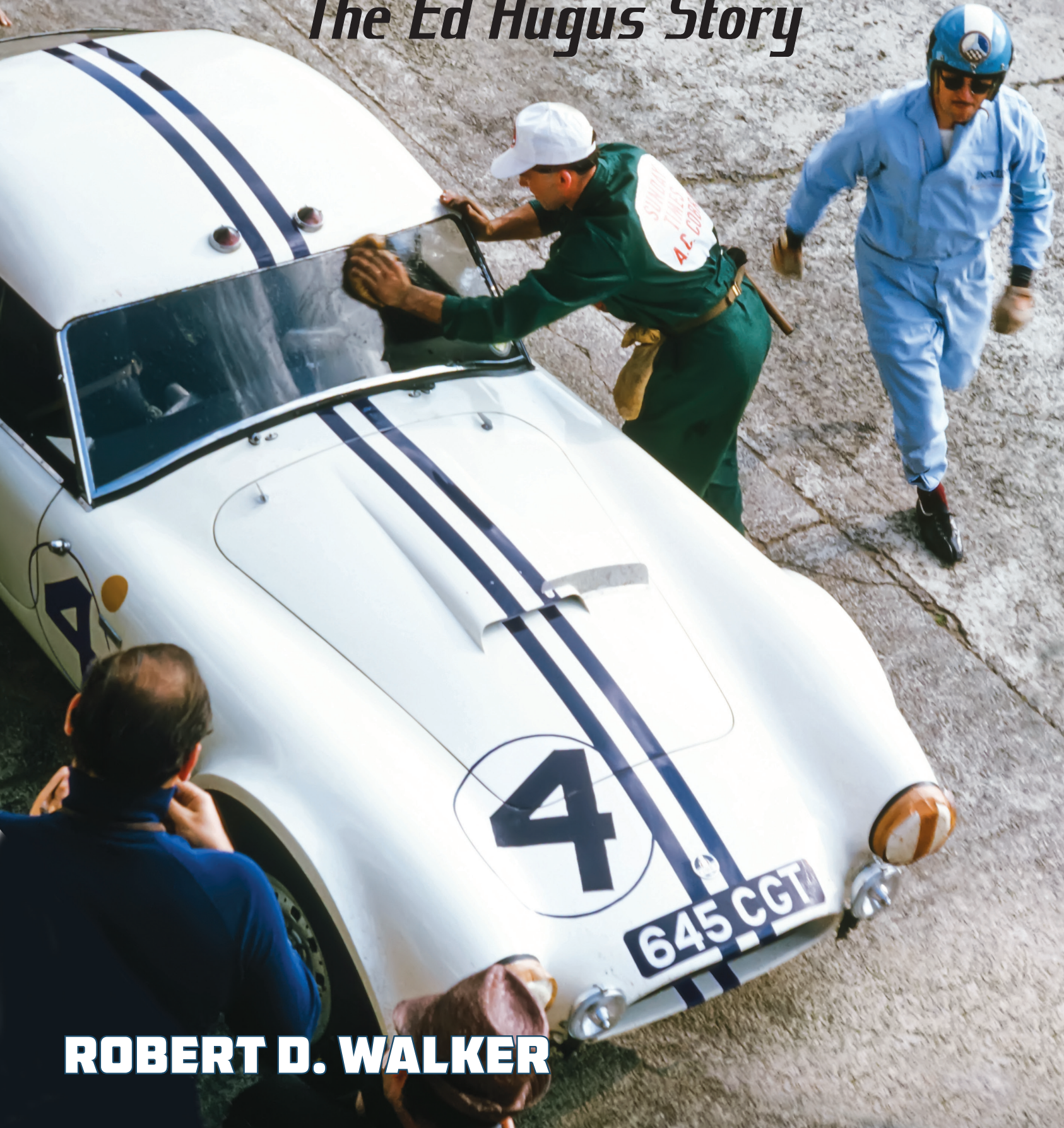


COBRA PILOTE

The Ed Hugus Story



ROBERT D. WALKER

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• THE PASSING OF AN ERA •

meetings that I thought about writing a book about his life. When I asked him if anyone had suggested this, he was shocked and puzzled as to “why anyone would ever consider it.”

In the spring of 2005, I took Hugus to Laguna Seca for a vintage race. I enjoyed his company and I was delighted to introduce him to my friends who were also vintage racers. Fortunately, most of those people knew who he was and a little bit about his background. Those introductions were often embarrassing for Hugus, who

was very humble and unassuming. One vintage Cobra driver said, “You’re the guy who first raced a Cobra at Le Mans in 1963! Tell me, what was it like driving a Cobra down the Mulsanne Straight at over 160 miles per hour?” In a soft and short reply he answered “It was OK.” That was typical of Hugus. He always spoke softly and he often needed several follow-up questions to extract any information.

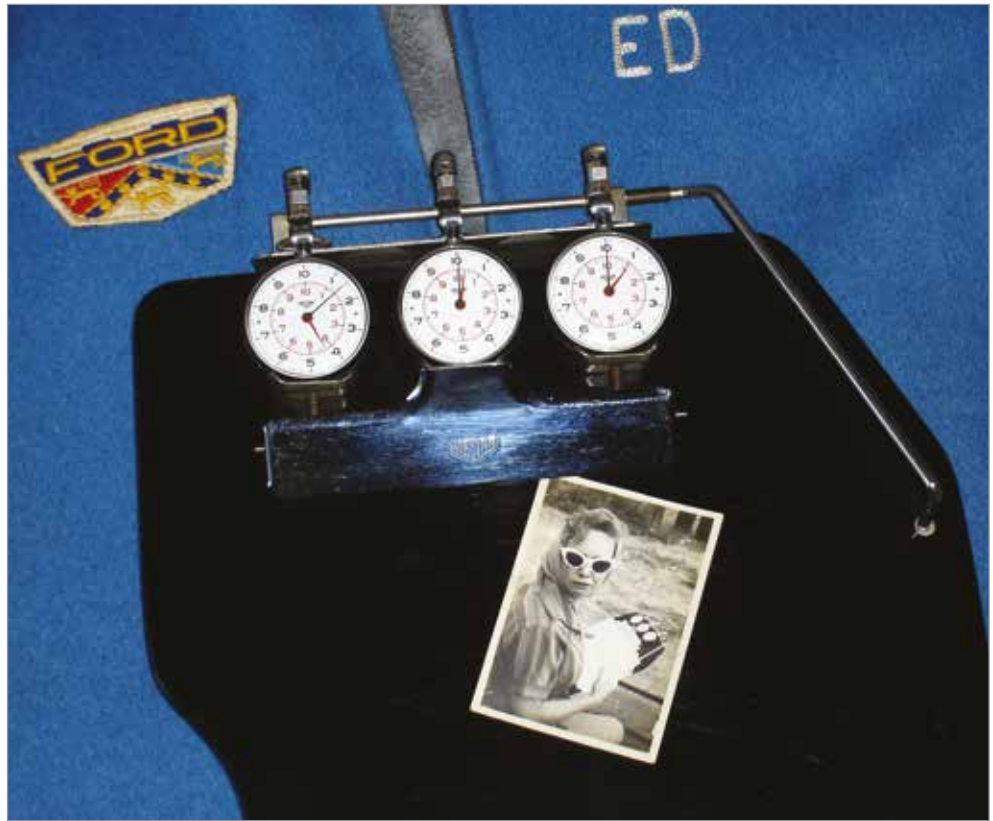
During a conversation at one car event in August 2005, I mentioned to Hugus that I had seen a historical Cobra



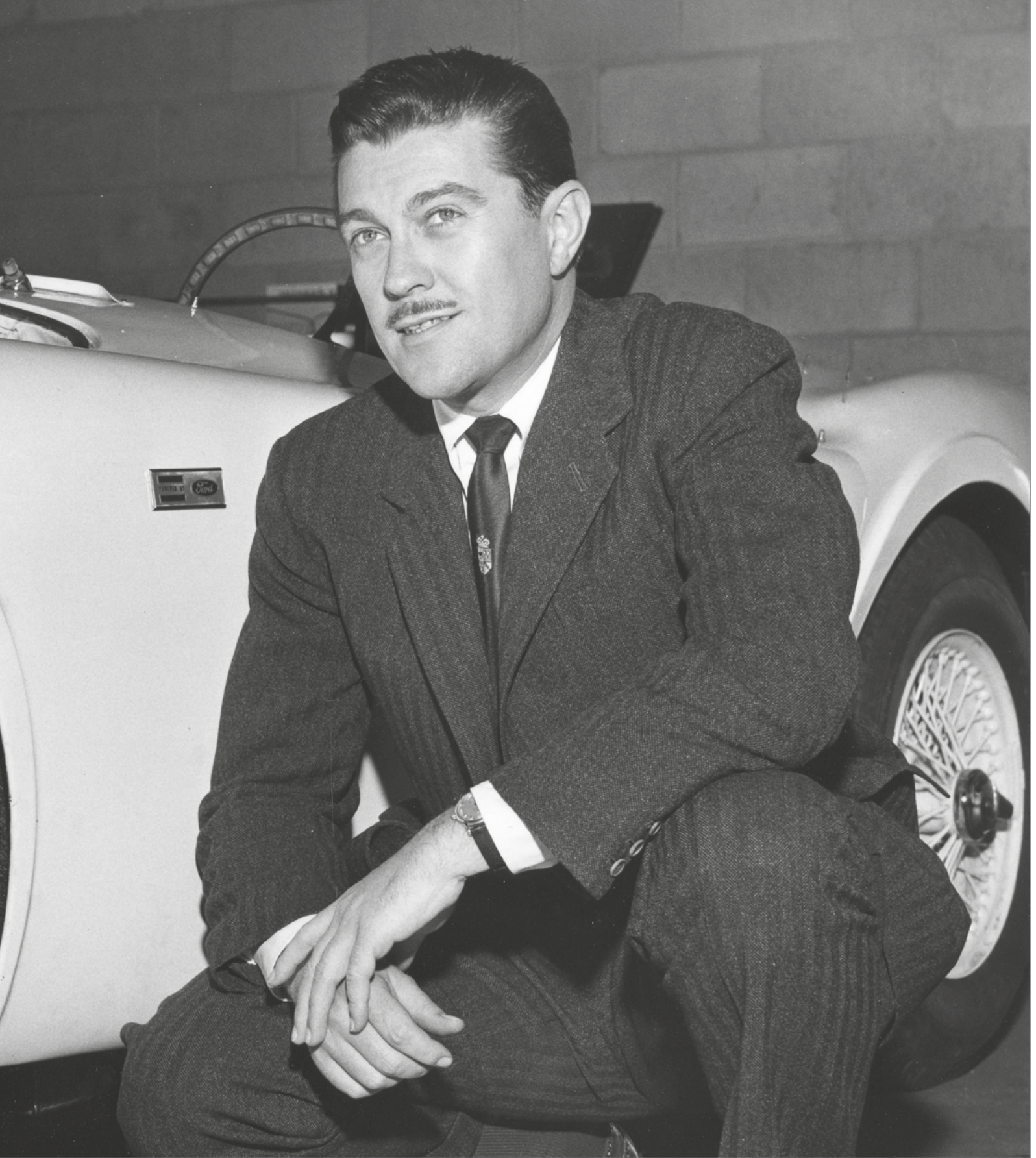
Eighty-two year-old Ed Hugus tests Lynn Park’s Cobra CSX 2010 at Laguna Seca in the spring of 2005. Hugus seldom attended vintage races and he never promoted himself as a celebrity. That was the first time Hugus sat in a race Cobra since the 1960s, and his last. With his painful knee injury from being a paratrooper in World War II, Hugus had great difficulty getting behind the wheel, but wanted to feel that Cobra experience just one more time. He passed away the following year. (*Lynn Park Collection*)

• CHAPTER ONE: DRIVEN TO SUCCESS •

RIGHT: The photograph on Hugus' Heuer clipboard timing unit is Lucille Davis, a business partner and wife of his other partner, Parker Davis. Parker was far too busy in his other business ventures to race or attend sports car events, but Lucille often accompanied Hugus and used this stopwatch unit to keep track of his lap times. The timing board was always transported in a padded fabric-covered case that Lucille made for Hugus. *(Robert Walker Collection)*



Hugus established European Cars as an MG dealership in 1952 at 2535 West Liberty Avenue in downtown Pittsburgh, Pennsylvania. The location was near the Liberty Tunnels and next door to West Liberty Lumber (on European Cars' uphill side). This photograph was taken much later in the 1950s when European Cars had expanded and added Jaguar to its dealership. The white Mercedes convertible in the parking lot represents one of the marques being sold next door at Hugus' German car dealership, Continental Cars. *(Robert Walker Collection)*



• CHAPTER THREE: COBRA PRODUCTION, THE EARLY DAYS •

Ford engine, and as the engine was updated in early 1963, the later cars are called the 289 Cobras.

Within a few days of the first Cobra's delivery, the basic completion process had been worked out, and Hugus calculated the parts and labor costs involved. Those figures were used in determining the initial retail price which would allow European Cars to receive a reasonable return on the venture. Carroll Shelby had limited knowledge and experience in retailing and marketing automobiles, especially when compared to Hugus.

It is also interesting to note that CSX 2001 was the first Cobra to wear the British-made elongated Cobra badges. In addition to that badge, apparently CSX 2001 was also the recipient of an "added-on" A.C. Ace badge. (See *Chapter 5*.)

Even though CSX 2001 was the first production Cobra built and priced at European Cars for resale, it was not the first Cobra sold. Misinformation has repeatedly stated that Hugus sold CSX 2001 to Dr. Richard Milo within days of the Cobra's completion. Hugus noted: "that assertion is wrong." When Milo did eventually buy CSX 2001 in September 1962, the sale was actually completed with the car changing hands several months later during December. The price that Milo paid is unknown but reportedly Hugus sold it at a "substantial discount."

Hugus' idea was to promote Cobra sales by building CSX 2001 into his own competition Cobra, and he attempted to enter the car in several East Coast S.C.C.A. races by mid-year 1962 but was only successful in actually competing in one event. (See *Chapter 4*.)

He immediately designed and installed a roll bar that extended only across the center section of the car, behind the seats, and attached directly to both three-inch diameter main chassis tubes. It was considerably different in size and shape from the paper clip-style designed by Shelby American that would appear on Shelby's first race car CSX 2002 in the fall of 1962. The later roll bars designed by Shelby were attached to the driver's side frame tube only, with the outside member attaching to the top of the relatively heavy sheet-metal outrigger just behind the driver's seat. Shelby's design also used a forward-

facing diagonal brace connected to the passenger-side main chassis tube for stability.

Hugus continually tweaked CSX 2001 with racing modifications during his ownership. In particular, the 260 cu in Ford motor was updated with modifications developed and specified by both Shelby American and the Ford Motor Company. (See Hugus' list of racing modifications in APPENDIX TWO, page 260.) By the time Milo took possession of the car, the 260 cu in motor had received Weber side draft carburetors and the engine hood had been modified with an air intake scoop. In home videos taken of Milo driving CSX 2001 in December 1962 or early 1963, that hood scoop is clearly visible.

Since there is no documentation of Milo having ever raced CSX 2001 during his brief ownership, the addition of the short hood scoop to accommodate Weber carburetors was most likely carried out at European Cars by late 1962



TOP: An example of an A.C. round badge used on earlier A.C. Aces and attached above the elongated Cobra badge on European Cars' first completed Cobra CSX 2001 by August 26, 1962. (*Lynn Park Collection*)

ABOVE: The first production Cobra to be built and also raced. The event was the S.C.C.A. Connellsville Airport race in Pennsylvania on August 26, 1962. An A.C. Cars Ace badge had been added to the car's nose in an apparent attempt to show the evolution of the Cobra. The trunk lid also sports the elongated Cobra badge placed above an "open letter" A.C. badge. Hugus photographed CSX 2001 with his own box camera in the paddock just prior to the race. An overheating problem forced Hugus to return to the paddock after only a few laps. (*Robert Walker Collection*)

• CHAPTER THREE: COBRA PRODUCTION, THE EARLY DAYS •

under Hugus' direction. Unlike the bolt-on fiberglass hood scoops that would evolve on early Shelby American race cars, the European Cars' hood scoop on CSX 2001 (following the Connellsville Airport Race on August 26 1962) appeared to be built directly into the aluminum hood.

The delayed sale of CSX 2001 to Milo was decided upon by Hugus for one reason only. He had expected to take delivery of his replacement competition Cobra CSX 2142 from A.C. Cars by the end of October. He wanted to use that specially built Cobra for his independent entry at both Sebring in March and Le Mans in June 1963. Without receiving that car, Hugus was reluctant to let Milo take possession of CSX 2001. Hugus is also reported to have displayed CSX 2001 at the Pittsburgh Auto Show on October 15, 1962. He wanted show visitors to see a

competition Cobra on display, with the roll bar and race accessories prominently featured.

A.C. Cars had furnished Hugus with the out-of-production-sequence chassis number CSX 2142 for his use in applying to race his Cobra at Nassau in December 1962, Sebring in March 1963 and Le Mans in mid-June, but because of the difficult working relationship he was experiencing with Carroll Shelby he postponed the transfer of CSX 2001 to Milo and put his Le Mans Cobra racing plans on hold. By the end of 1962 and even without a replacement competition Cobra at hand, Hugus reluctantly carried out his commitment to Milo and completed the sale and transfer of CSX 2001.

However, Milo returned CSX 2001 to European Cars within weeks of recording the 8 mm film footage and traded it in



This black Cobra is CSX 2001 after an impeccable and complete rebuild by California master restorer Mike McCluskey. The current owner had it rebuilt to a much later Shelby American configuration. Over the years this first production Cobra had been damaged and considerably altered in appearance from European Cars' original specifications from May 1962. The center position roll bar has been replaced with a Shelby American paper clip-style unit. *(Courtesy of Mike McCluskey)*

• CHAPTER FOUR: CSX 2001, BUILT TO RACE •

Those attending were privileged to see the first production Cobra and they were also about to witness it race in its first sanctioned competition. Hugus had been anxious to publicize the creation of the Cobra. By the end of August 1962, nine other cars had been built and only one of them, CSX 2005, had been sold at retail. Contrary to some journalists' reports, Cobras in mid-1962 were not popular, and furthermore, they had little chance of being sold without a major advertising campaign from the Ford Motor Company.

Few people at the Connellsville race had heard of a Cobra and that first production car was virtually indistinguishable from a standard A.C. Ace. An examination of the nose

of CSX 2001 in Hugus' photograph on page 71, shows that it was fitted with the correct early-style elongated Cobra nose badge that had been installed by A.C. Cars in England. In addition, a second Ace badge appears to have been placed directly above the Cobra badge and slightly off-center to the passenger side.

This Ace badge may have been added to CSX 2001 by someone at European Cars in a misguided attempt to identify the car as a Ford-powered evolution of a standard Ace in order to qualify the Cobra to race with the A.C. Aces at Connellsville. It is unlikely that Carroll Shelby was aware of the altered badging or that he would have approved of European Cars' marketing strategy.



CSX 2001 at Connellsville on August 26th. The car was still registered to European Cars and had not been transferred to Dr. Richard Milo who would not take possession of this Cobra until the year was almost over. The Cobra is wearing Hugus' dealer license plate A50 00B. Note the double-badging on the trunk lid. The "open letter" A.C. badge is below the elongated badge. Also note the unusual Hugus-designed roll bar. It is attached to both three-inch diameter main chassis tubes and only extended across the mid-section of the car with no cross bracing or diagonal support. The only other Cobra known to receive the same roll bar was CSX 2081, which European Cars completed in early 1963. (*Robert Walker Collection*)

• CHAPTER FIVE: IRREGULAR BADGING •

second Cobra, CSX 2002, arrived from England wearing only the elongated Cobra badge and no Ace badge.

Adding the Ace badge was probably a misguided attempt to simplify the recognition of the new Ford-powered Ace (Cobra). Photographs taken by Hugus at the Connellsville Airport Race on August 26, 1962 clearly show that badge in place, mounted just above the elongated Cobra badge and slightly off-center to the passenger side of the car (See page 71).

The addition of that A.C. Ace badge was probably not known to Carroll Shelby at that time but it is reasonable to assume that he would not have approved. YouTube videos of the 8 mm home movies taken of the Cobra's first owner, Dr. Richard Milo, driving CSX 2001 in the late winter or the early spring months of 1962–63 clearly show that the Ace badge had remained in place. The license plate on CSX 2001 in that film footage was Pennsylvania tag "688 75M" registered to Milo.

Hugus' linking of that first production Cobra to the earlier Ace was perhaps unfortunate but he was merely attempting to sell the first Cobras quickly and recover his investment.

In Southern California Shelby decided to solve his irritating badge issue by replacing the elongated Cobra badges with his own creation, later referred to as the flat head Cobra badges. Shelby contacted a local die-cast company and ordered a quantity of large round emblems that would cover the marked paint outline and blemishes left behind when the elongated emblems were removed. They were designed to attach to the car using the existing mounting holes and were 2-9/16 inches in diameter and had two 1/8-inch diameter studs, spaced on two-inch centers.

As soon as the flat head badges were produced, Shelby shipped a large quantity (about 100) to Hugus at European Cars, along with the simple instruction to install them on all arriving Cobras. It soon became apparent that Shelby's instructions to Hugus were not perfectly clear. Mechanics

According to Shelby American employee Peter Brock:

"The flat head Cobra badges were a major problem. All I remember about those early Cobra badges is that Carroll had picked someone out of the Yellow Pages to make them. He designed them over the phone, explaining that all he cared about was making them large enough in diameter to cover the holes that were left when the A.C. badges were removed, and that it pictured a cobra on the front, with the name "Cobra." Different finishes were sent as samples... Chrome was more expensive, so Carroll said that he didn't want those. I was appalled when I saw a box of them in the office. I flat out told Carroll that there was no way we were going to use those badges on 'our' cars... We had a hell of a fight, but he finally relented and let me design one that was subsequently used, and now that badge is known worldwide as the Cobra badge."



Standard dull finish flat head Cobra badge used to replace the elongated badges, which were installed by A.C. Cars at the British factory, on the earlier 260 Cobras delivered to European Cars in Pittsburgh and to Shelby American in California. The "dull" and "chrome" badges appear similar, but if you look closely there are subtle differences. (Lynn Park Collection)



This style of badge was furnished to Carroll Shelby as a sample when he commissioned the production of flat head badges in early 1962. He rejected the chrome finish due to its higher unit cost, yet several chrome-plated badges have appeared on a limited number of early production Cobras. It is unknown how many chrome badges were actually produced. (Lynn Park Collection)

• CHAPTER FIVE: IRREGULAR BADGING •

The explanation for the difference in badging between those two cars was that CSX 2051 had been sold to Hugu's friend George Reed of RRR Motors for competition. Hugu knew that CSX 2051 was destined to be raced by Reed at Sebring in March 1963, and that Shelby would be at Sebring and would undoubtedly scrutinize European Cars' completion work. Hugu took the precaution of double-checking all details of Reed's Cobra, including the badges.

In March 1999, the author purchased several parts that had been removed from CSX 2051 when that Cobra was retrofitted and freshened for vintage racing. One of those parts, which had been removed many years earlier during the installation of a large hood scoop, was the original flat head Cobra badge that had been fastened on the vehicle's nose by European Cars. It had been stored

for many years and remains in near-excellent condition.

CSX 2051 was one of the last European Cars Cobras to be completed by Hugu. The badging fate of most of the last eight engineless European Cars Cobras received by Hugu, as he was ending his relationship with Shelby, is unknown and still undocumented.

A rough total of approximately 100 cars should have received the flat head Cobra badges between mid-1962 and the early spring of 1963. After Hugu had ended his relationship with Shelby, and all Cobra completion work had been transferred to the new Shelby American facility in Venice, new smaller and more colorful Brock badges were received in the early months of 1963 and installed on all Cobras beginning with chassis CSX 2133. To facilitate



ABOVE: Hugu posing for a Quaker State advertisement with an early 1962 Cobra. The vehicle is one of four white Cobras that had arrived at European Cars during the October billing period (CSX 2024, CSX 2028, CSX 2031 and CSX 2033), and it is unknown which of those vehicles is in this photograph and wearing both the elongated and flat head badges (double-badged). Shelby had just shipped several dozen of the new badges to Hugu. *(Robert Walker Collection)*

• CHAPTER SIX: CSX 2142, THE PLANNING AND THE BUILDING •



received roll bars. They are not visible in close-up shots of the interiors and there are no diagonal brace bars, which would have connected to the floor on the passenger side. File photographs of all three Le Mans Cobras several months after the event do show roll bars in place but those images were taken when the hardtops were removed. Even though the Shelby American Registry lists the British entry CS 2131 as having a full-width roll bar installed, most probably the description in the Registry was based on observations that were recorded at some later date.

Le Mans photographs also document the use of bungee cords, or “shock cords” in the terminology of the day, to secure the trunk lids in the event of latch failure. Shelby American had originated the use of bungee cords on their competition Cobras and A.C. Cars incorporated a modified version for Le Mans. Two attachment points were built into the back of the aluminum hardtops just below the plastic window where the cords were secured and then wrapped around the trunk lid latch handle. The British-entry Cobra was photographed at Le Mans with the bungee cord in place, but the cord is missing in photographs of the Hugus Cobra, CSX 2142.

Hugus specified that his car should have a “state-of-the-art” competition motor. Shelby American had experimented with Weber side draft carburetors for the early 260 cu in Ford motors and those results were well documented on Hugus’ specification list. In the fall of 1962, Hugus had assumed that this 260 cu in motor configuration would be the engine to be used in his Le Mans Cobra. However, by the beginning of 1963, the less powerful motor had evolved into the more potent 289 cu in

Hugus’ Cobra on a raised platform for the Le Mans inspection of the car’s undercarriage. Note that the rear window had not yet blown out and is still attached to the hardtop with the original locking attachment. On repair, it was modified with thirty sheet metal screws. The Dunlop racing wheels are also visible, along with the fender “splats” to cover the added width of the Dunlop racing tires inflated with 50 lbs of air pressure. Many details of the special Le Mans features on Hugus’ Cobra can be seen, including: the hardtop, trunk lid design, fuel filler arrangement, Dunlop wheels, fender extensions, extra tall side vents, street exhaust and quick jack brackets. *(Robert Walker Collection)*

• CHAPTER SIX: CSX 2142, THE PLANNING AND THE BUILDING •

HIPO engine. As stocks of the older 260 cu in motors were used up, newer Cobras were completed with these new 289 cu in HIPOs, and Shelby American had devised a special intake manifold using the larger Weber 48 IDA carburetors. These were mounted vertically and replaced the 40 mm side draft Webers that had been used on the earlier 260 cu in competition motors.

To accommodate the use of Webers, Hugus noted on his specification list that his engine cover should have a “bubble” or hood scoop. The Weber velocity stacks required several inches of clearance and large quantities of fresh air, especially when the higher-profile Weber 48 IDAs were used. Unlike the early Shelby style add-on fiberglass hood scoops, A.C. Cars designed a long,

tapered scoop that extended nearly the entire length of the engine cover. It was graceful in appearance and built directly into the all-aluminum hoods. After Le Mans, that style of hood scoop became standard on all competition Cobras that were intended to be equipped with Webers. Both Le Mans Cobras were fitted with identical scoops but CSX 2142 differed slightly in one respect. Hugus’ car had a one-piece wind deflector added to the left side of his scoop intended to deflect insects away from the windshield. During the 1950s and 1960s, bug deflectors were a very popular automotive accessory in the United States and Hugus thought it would be a beneficial addition to his Cobra. He did not recall exactly when the deflector was installed, but it was probably added after his Cobra had arrived at Le Mans. Hugus had copied it



Hugus in the Le Mans inspection area pushing CSX 2142 toward the scales prior to practice. Several of the Cobra’s details have yet to be finished. The blue circle outlines needed to be painted around the race numbers and the passenger-side lighting fixture above the number 4 had not been added. The front quick lift brackets have already been removed and were in the process of being converted to auxiliary light mounting brackets. Hugus’ pit manager John Baus had arranged for all the finishing details to be completed by local tradesmen in and about the town of Le Mans. Note the conventional muffled exhaust system that enabled the Cobra to be driven on public roads in England and France, and the aluminum “air deflector” that had been installed in the nose opening by A.C. Cars. No sign of a roll bar can be seen through the passenger-side window. *(Robert Walker Collection)*

• CHAPTER SIX: CSX 2142, THE PLANNING AND THE BUILDING •

A.C. Cars had used those devices before on early Ace race cars, believing that the partitions would deflect air flow and streamline a car's shape at high speed. It did not take long for the drivers to discover that their temperature gauges were pegged at the boiling point with the Shelby American HIPO motors, and early in practice both shields were removed and never remounted. Hugus' car is pictured with the partition in place during the Le Mans inspection and prior to practice. CS 2131 was also photographed with an identical partition already in place at *the Sunday Times* publicity party held in England several days before the car was transported to Le Mans. If A.C. Cars had bothered

to consult either Hugus or Shelby, they would have been told that the overheating of engines was one of the first concerns discovered during Cobra testing. Even with large radiators, unrestricted air flow was absolutely critical when used with the five-liter Ford motors, especially during competition. Hugus undoubtedly recognized the absurdity of using the radiator partition on his Cobra. His previous overheating experience with CSX 2001 at Connellsville in August 1962 had taught him the value of proper Cobra engine cooling. The shields were also counterproductive to the proper function of the engine oil coolers.



Hugus' Le Mans pit boss and long-time friend John Baus is sitting on the left front fender of one of Briggs Cunningham's Le Mans cars in 1954. As an American expatriate living in Europe prior to and during World War II, he became a recognized war hero as part of the French underground. Baus provided race logistics and support for Cunningham's Le Mans efforts after the war, and later began working for Hugus. In turn, Hugus recommended Baus to Carroll Shelby when he began campaigning Cobras in Europe in 1963. (*Willem Oosthoek Collection*)

• CHAPTER SEVEN: THE ANGLO-AMERICAN-GATHERING •



TOP: Hugus saved few documents from his past and this telegram was one of the keepsakes in his collection. It was sent to him in care of the Chief Steward at Le Mans and was received on June 15, the day of the race. The well-wishers were Peg and Paul McGeorge from Ambridge, Pennsylvania. Paul was a doctor and one of Ed's best friends who had purchased a Jaguar from European Cars and occasionally raced it with Ed in club events. *(Robert Walker Collection)*

ABOVE: Hugus' Cobra is ready to be positioned for the 4:00 pm start. The British Cobra CS 2131 is just visible in the background as spectators and crew members take care of last-minute details. The main headlights on CSX 2142 are taped and papered over to protect the glass from stone and debris damage during the daylight hours. During the last pit stop prior to darkness the lights were uncovered. The smaller auxiliary lights were Hugus' extra insurance for night driving and provided better visibility. Note the British-made Dunlop magnesium racing wheels used in place of the standard wire spokes for added strength and to accommodate wider Dunlop racing tires. *(Robert Walker Collection)*

OPPOSITE: Hugus loved practical jokes and arrived at Le Mans wearing a bus driver's hat as an accessory to his Cadillac limousine. He used the car at Le Mans for transportation and sleeping during his non-driving hours. While wearing that hat, Hugus would introduce himself to everyone he met as a "driver" at Le Mans. People who did not know him thought that he was just a local transportation driver. *(Robert Walker Collection)*

• CHAPTER EIGHT: THE 1963 COBRA LE MANS RACE •



ABOVE: June 15, 1963. Hugus listens to a shirtless Stirling Moss for last-minute instructions as he waits for Jopp to complete his first driving session during the late afternoon. Hugus' light blue Dunlop driving suit still shows fresh creases during those early hours. (*Robert Walker Collection*)

OVERLEAF: The three factory-sponsored Aston Martins are parked in the infield at Le Mans during the week prior to practice. Car number 18, the DP215 of Phil Hill/Lucien Bianchi had the larger-displacement engine and competed in the Prototype GT +3000 Class. The other two Aston Martins were entered in the Grand Touring +3000 Class. Car number 8, with Bruce McLaren at the wheel during the early evening of June 15, would blow its engine and set up a series of accidents that would result in the fatality of Brazilian driver Christian Bino Heins. None of the Aston Martins were able to complete the race. (*Ed Matsuishi photo*)

• CHAPTER EIGHT: THE 1963 COBRA LE MANS RACE •

Regardless, his association with Carroll Shelby and Cobras was finally over, at least for the time being. The only unfinished business was to dispose of CSX 2142 prior to leaving Le Mans. Hugus said that he had absolutely no interest in having the car shipped to Pittsburgh. He was no longer a Cobra dealer and his days of racing a Cobra were probably at an end. The only viable option was to return it to A.C. Cars in England and have Derek Hurlock find a suitable buyer. Hugus arranged with Hurlock to bill Continental Cars for any outstanding balance once the car was liquidated. Hugus has said that he was not

sure who ended up with his car, but he "didn't remember being billed for any balance owed."

A.C. Cars retained CSX 2142 in England for an indefinite period and the Cobra was used for promotional race events and finally billed to Shelby American.

The 1963 Le Mans race was only the second time Hugus had raced a Cobra and it was also his last. Returning to Pittsburgh, he partially settled his differences with Carroll Shelby, and toward the end of the year, he once again became a Cobra dealer on a much smaller scale at his newly consolidated dealership, Continental Cars Inc.



Commemorative plaque presented to Ed Hugus on his 80th birthday by Carroll Shelby. The Cobra model is of a 427, rather than a 289. The wording and the sentiment that was prepared by someone for this plaque must have been an attempt to rewrite history and it surely shocked both Hugus and Shelby. Even in later years, they still had a strained relationship. Hugus drove his Cobra at Le Mans in 1963 for himself as a private entrant and not for Shelby. *(Josh Ashby/IMRRC)*

• CHAPTER NINE: ED HUGUS' RACING HISTORY •

1955

European Cars continued to expand its automobile inventory in 1955 with the addition of Mercedes. On May 15, Hugus began campaigning a Mercedes 300 SL, starting with the Cumberland National Sports Car Race where he placed third with entry number 134. The entrant was listed as R. Williamson. It is not clear if European Cars actually sold the Mercedes to Williamson or if he filled out and submitted the application form for Hugus. Although Hugus had the ability to buy and race his own sports cars through his ownership of European Cars, he frequently drove for many different owners.



In addition, he received a second Sewickley Hill Climb first place trophy that is also inscribed 1955 but with no specific date which would indicate that this event was not annual but periodic. Both trophies reside at the Research Center at Watkins Glen.



In the early fall Hugus raced a Mercedes 300 SL with entry number 65 at the Watkins Glen 8th Annual Grand Prix held over the weekend of September 15-17. He placed second in the 11-

lap, 50.6-mile Glen Trophy Race just behind Paul O'Shea who was driving another Mercedes 300 SL.



On October 16 at the Fairchild Sports Car Races at Hagerstown, Maryland, Hugus and his Mercedes 300 SL (entry number 13) competed in the fourth race of the day, The C.A.P. Special Race. The 17-lap, 41-mile race had 35 starters and Hugus placed fifth in Class D2. This was the third time that Hugus was accepted to race with his lucky number 13.

By June, Hugus had expanded again, opening Continental Cars as a Porsche-Volkswagen dealership next door to European Cars and he entered a Porsche 356 Speedster (entry number 13) on June 18 for the Put-in-Bay Races where he finished second in his class.

The Steel Cities Region, 7th Sewickley Hill Climb on June 26 resulted in a first place trophy, although Hugus' clocked time and car are unknown.



(Josh Ashby/IMRRC)

• CHAPTER NINE: ED HUGUS' RACING HISTORY •



TOP: Just minutes before the race, the drivers are slowly walking across the track for the 4:00 pm start. *(Robert Walker/Ed Hugus Collection)*

ABOVE: Hugus is seated in his 550 Spyder (chassis #0132) at the Porsche pits during a practice session. *(Robert Walker/Ed Hugus Collection)*

RIGHT: “Lucybelles” is being checked for an issue with the driver’s side rear wheel. De Beaufort is at the wheel and pit manager, John Baus, is at right. *(Robert Walker/Ed Hugus Collection)*

• CHAPTER NINE: ED HUGUS' RACING HISTORY •

1960

The first race for Hugus in 1960 was his annual appearance at the 12 Hours of Sebring on March 26 for the 10th Annual International Grand Prix of Endurance. In the weeks prior to the race both Porsche and Ferrari had issued a “no participation edict” and the two manufacturers vowed to boycott the race over a dispute about fueling rights. Sensing that Sebring officials were not going to bow to their demands, and realizing that they needed the F.I.A. points from Sebring for the World Championship competition, they decided on a compromise. Within days of the start of the race and with little fanfare, the Porsche and Ferrari factory-owned cars were discreetly sold to the participating Sebring drivers. Both boycotting factories could then claim a moral victory as well as still receive valuable F.I.A. points. Hugus shared the driving of a Ferrari 250 GT SWB Berlinetta, chassis #1785 and entry

number 10, with Augie Pabst and for the first recorded time, was an official driver for Luigi Chinetti's N.A.R.T. The Hugus/Pabst team placed fourth after completing 185 laps and averaging a speed of 79.919 mph.

Although the Ferrari was listed as being owned by N.A.R.T., the entry fees and related costs for the race were reportedly paid for by Chinetti's friend and fellow auto retailer Charles Kreiser. It is possible that Kreiser had purchased the car prior to the event but it was still raced under the N.A.R.T. banner. Kreiser was a prominent Manhattan sports car dealer who traded exotic sport and racing cars through his dealership on Broadway. Kreiser would be responsible



TOP (FAR RIGHT, OVERLAP): A special wall plaque given to Hugus by Luigi Chinetti to commemorate his participation as a North American Racing Team driver. The 1960 Sebring race on March 26 with co-driver Augie Pabst was Hugus' first race as a team member. They drove a Ferrari 250 GT SWB (#1785) to fourth place. Three months later they drove another Ferrari 250 GT SWB (#1759) to a seventh place finish at Le Mans. According to Hugus “the two cars looked identical”. The connecting rod on the plaque is assumed to be out of one of those two cars. (*Josh Ashby/IMRRC*)

ABOVE: Hugus (on the right) and Augie Pabst with their N.A.R.T. entry at Sebring for the March 26, 1960 race. The car is a Ferrari 250 GT SWB #1785 and placed fourth overall and second in class. (*Pabst Collection*)

• CHAPTER NINE: ED HUGUS' RACING HISTORY •



Ed Hugus photographed at the conclusion of the Daytona American Challenge Race at the Daytona International Speedway on February 15, 1964. Hugus almost always wore an open-face helmet with racing goggles. His open-cockpit hybrid Lotus placed first in class and third overall. The race program had mistakenly listed his Lotus as having a 2000cc Ford motor rather than the 1998cc Dino motor that had recently been installed by his racing mechanic John Miller in Dallas. *(Robert Walker Collection)*

• CHAPTER NINE: ED HUGUS' RACING HISTORY •



LEFT: Hugus' coveted Class "A" invitation to the Bahamas Speed Weeks at Nassau in 1965. (Courtesy Ed Hugus. Terry O'Neil Bahamas Collection)

BELOW: Hugus raced his Ferrari Dino-powered Lotus 23B with the number 88 in Race 2, the Governor's Trophy Race on December 3. He was listed as finishing in 37th position overall, but the Lotus was also classified as "Not Running At Finish." The race was an open class with 50 contestants and Bruce McLaren won in his Oldsmobile-powered McLaren M 1B. (Courtesy Ed Hugus. Terry O'Neil Bahamas Collection)



COBRA PILOTE

The Ed Hugus Story

ROBERT D. WALKER



James Edward Hugus was a remarkable man of great integrity. He was a hero and survivor of World War II, a successful businessman and at the height of his career, he operated three auto dealerships in Pittsburgh, Pennsylvania. As an amateur racer, he actively competed alongside some of the world's greatest professional drivers during the 1950s and 1960s and often finished well ahead. He was a founding father of the Steel Cities Region of the Sports Car Club of America and went on to participate at Le Mans for ten consecutive years from 1956 to 1965.

One of his most important accomplishments was his involvement with Carroll Shelby in creating the Cobra, for without Hugus, Shelby's dream may never have seen the light of day. This book sheds light on Hugus' version of the beginnings of this famous car.



TOP: Hugus posing for a Quaker State advertisement with an early 1962 Cobra. (Robert Walker Collection) **ABOVE LEFT:** A triumphant Ed Hugus being greeted by spectators after his eighth place finish at Le Mans in 1957. (Robert Walker Collection) **ABOVE MIDDLE:** CSX 2142 in the pit lane at Le Mans during the first days of practice in early June. (Ed Matsuishi photograph) **ABOVE RIGHT:** Just before dark on the late afternoon of June 15, Hugus is giving his co-driver Peter Jopp on the left, explicit instructions to "ease up and quit shifting gears at elevated engine speeds." (Robert Walker Collection) **COVER:** Ed Hugus has just exited his Le Mans Cobra CSX 2142 in the early afternoon of June 15, 1963 as the car is being refueled and prepared for co-driver Peter Jopp. (Ed Matsuishi photo)

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Glyn and Jean Morris

Deerfield, Illinois 60015 USA

www.daltonwatson.com • +1 847 945 0568 • info@daltonwatson.com

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