

DONUT MEDIA

Host/Writer Submission Guidelines

We are seeking hosts for the new crop of Donut Media shows to air on our [YouTube](#) channel. The ideal candidate is funny, affable, has a deep passion for cars and car culture, and wants to share that passion with the world. In success, our shows run year-round, and consist of both part-time and full-time commitments. Non-union.

Please email submissions to hosts submissions@donut.media; this is an open submission with no deadline. Submissions should be unlisted YouTube links for video and PDF for the written submission. Script samples are attached. Please state your name in the video submission, but only list it on the cover page of the written submission, as those will be reviewed blind.

Submissions consist of two parts, a self recorded video portion and a written portion.

Video

- **Read of *Manual Transmission* script.** See the attached 1sides. This read can be on- or off-book, and does not have to be word-for-word. Bring your own personal style to the read and make the material your own; do not feel the need to imitate one of the host's you see on our channel. Please only submit one take.
- **Teach me how a Turbo works.** Deliver into the camera an explanation of how a turbo works on an engine, with the goal of both entertaining the audience and informing them as well as you can on this complex topic. Please do not use any graphics or props, and limit yourself to 2 minutes at most.
- **What car would you buy?** Again directly into the camera, tell the audience what car you would buy if you had \$10,000, and why. Bring your passion to this topic and make it infectious.

***Note for Potential Hosts:** We are looking for personalities, not necessarily presenters. Be yourself and let us see what makes you special and different. We are a Youtube channel, not a TV network so forget everything you've been told about how a host should talk and show us who you really are.

Written

- **2 pages of an Up To Speed Script** - Pick a car or topic that you think would make a good episode of Up To Speed, and give us 2 pages of that episode. This does not have to be the first 2 pages, so please indicate where in the episode these pages come.
- **4 Titles for Wheelhouse episodes** - Please ONLY submit titles without additional description or clarification.
- **One Page Pitch for a NON-automotive YouTube show.** This can be about anything except cars. Please provide a title, description, recurring elements and sample episodes for your show.

Thank you for submitting! We appreciate all the hard work that goes into these submissions, and we are committed to reviewing and responding to every applicant!

Manual Transmissions

So what would happen if auto makers actually built a sweet car with a manual like people had been begging for? How about a four door sedan with a big V8, comfy seats, undercover sleeper looks and a six speed?

The Chevrolet SS debuted in the 2014 model year. They took a Holden Commodore from Australia, put some Chevy badges on it, tuned the suspension a little, and pretty much called it good. Critics freaking loved this thing, comparing it to other sport sedan legends like the E39 M5, a car that has been haunting my dreams for months. I want one bad. Real bad. Anyway the SS was the stuff enthusiast dreams were made of: magnetic ride suspension, 415 horsepower, a six speed manual and my favorite: cooled seats. The SS was set to be an instant classic. There was only one problem: nobody bought one.

Over the SS' four year production, just 12,860 of them were sold. Just for comparison, Chevy sold nearly 10 times as many Corvettes in the same period of time, while Honda sold 1.4 million Civics and Ford sold over 3 million. Long story short, the SS was not a hit. Just for fun I went on Carmax to find an SS, and to my surprise there were three for sale, but none of them had the six speed. I cried for half an hour.

EXAMPLES OF DONUT MEDIA SCRIPTS

Bumper 2 Bumper Bosozoku 1980 Toyota Cressida

INTRO

I got a question for you. Have you ever thought about the fact that there were **retired kamikaze pilots?** Who didn't get to fly in WWII. Think about that for a second. How do you go back to normal life after that? What do you do?**This** is what you do: well, sorta *motions to car* And, ..what is **this?** Let me explain; let's go bumper to bumper on this **bosozoku** Toyota Cressida.

After returning home from WWII, kamikaze pilots had a lot of trouble adapting to the humdrum routine of everyday life again and were looking for thrills. So they bought motorcycles, modified the mufflers to be extra loud, and terrorized the streets together at night. People called them kaminari zoku, or "thunder tribe."

As the kamikaze pilots got too old to make trouble, newer generations of rebellious working class teens picked up where they left off. They even took their awesome style, called tokko fuku: baggy jumpsuits embroidered with their gang names and pants tucked into their boots, like a modified pilot uniform. Their motorcycle mods got more extreme, with ridiculously tall rear seats, raised handlebars, and colorful paint jobs on big fairings. They rode recklessly and purposely clogged up streets. After a couple of massive group runs blocked traffic and incited riots in tranquil neighborhoods, the Japanese media started calling them bosozoku, which translates to "violent running tribe".

True to the name, a lot of bosozoku members got into fierce disagreements with rivals, carried weapons, and ended up in the yakuza. Police crackdowns have drastically reduced the number of real gang members since the peak in 1982, but the crazy modifications lived on. And somewhere along the way, cars started getting the same treatment as the motorcycles—and their own terms. One is zokusha (ZO-KU-SA), which means "gang car," and the other is kaido (KIGH-DO) racers. They're interchangeable names, but most people call all these style cars bosozoku anyway. Oh yeah, and there's more than one style—I'll cover those in a bit.

Now I'm here with this bosozoku style 1980 Cressida, which is arguably the automotive version of... me. I'm a boy from Kentucky. You know what kind of lives a boy from Kentucky and a 1980 Cressida usually lead? The kind nobody notices. Neither one of us wanted that. So I moved to LA, bought a blazer and some skinny jeans, and bleached my hair. Suddenly I'm the host of 2 YouTube shows! I swear, it happened just like that... Max, roll that Pininfarina party footage!

Not willing to live the typical Toyota sedan life, this car transformed into something that doesn't just scream "LOOK AT ME!"— It demands it. This is one of only a tiny handful of bosozoku style cars built on American soil.

FRONT

The builders of this Cressida are the Moonlight Runners, also known as Jon and Astrid. They grew up in the American **punk** scene, and they felt a special connection with the bosozoku culture of young motorheads who challenged authority. When they discovered they didn't quite fit in with typical car enthusiasts around here, they were inspired to build something different. Bosozoku gives a big ol' middle finger to the conservative, blend-in aesthetic. Take a look around and you'll find yourself surrounded by mostly mundane white and silver cars. Well, not today, Satan! THIS... is anything but mundane.

Now, if I want to change my hair, I can just go to a salon and pay someone to do it. But it turns out you can't just go on eBay and order up all these crazy parts for a 1980 Toyota Cressida. You can't get 'em for a Corona Mark 2 either, which is what this car is called in Japan. There's not even a Rocket Bunny kit. What's a bosozoku lover to do? DIY. The Moonlight Runners learned everything as they went, fabricating all their own custom bodywork with a little help from neighbors and friends at Old Towne Restorations in Orange County.

With bosozoku style cars, most of the action is on the exterior. You might think it's all just one style, but you'd be wrong. There are a lot of different sub-types. There's garuchan (GAR-UH-CHAHN), based on Group 5 Super Silhouette race cars and their functional aero features. There's kyusha (KEY-YOU-SA), a more understated look usually seen on classic Japanese cars. Shakotan (SHAH-KOTAHN) and yankii (YUN-KEY) are race-inspired low riders with fender flares and stretched tires. Some consider the VIP-style sedans, or bippu (BEE-PU), to be a sub-set of bosozoku, too. <420 mode> It's all a bubble chart guys. Everything's connected. We're all star dust. </420> But there are no rules when it comes to expressing personal style, and bosozoku is really a combination of bits from any and all of them. This car combines many elements of shakotan, with its ultra-low stance, big flares and wide wheels, and grachan, with the huge front splitter.

Let's talk about this splitter. It's impossible to ignore. Go ahead and try. I'll wait. On the Group 5 silhouette racers, protruding splitters were used to help direct more air over the top of the cars, increasing downforce and traction. This exaggerated 4-foot long behemoth, on the other hand, is big enough to host a dance-off. When this car is coming down the road, it looks like it's gonna scoop you right up and make you love it. Just like me!

Shakotan-style cars often run exposed, front-mounted oil coolers, with the oil lines running through the front grill or an open headlight housing, like this one. The Moonlight Runners had one on a previous iteration of their build and it looks very racey, but after an unfortunate traffic incident, they decided to go without. This headlight isn't missing for any reason other than they haven't found a replacement for the one that was damaged! If any of you know where to get one, these guys would love it if you'd drop them a line!

After the huge splitter, the other most "look-at-me" feature on this car is the exhaust. These are called takeyari pipes, or bamboo spears, and nothing makes a statement quite like 10 feet of bright yellow exhaust tubing in the air. It's an absolute must for any true bosozoku fan, and this

Cressida does not disappoint, unlike my dad. There's no way you can miss the pipes coming straight outta the hood and flying over the roof.

To come out up here, the exhaust has to make a quick U-turn right after it makes its way out of the headers. Under the hood lies the same engine that came in the **Supra!** No, this one. The Supra of the time. Toyota's 2.6-liter 4M-E straight six, making 110 hrsprs. The Cressida was actually one of the first Toyotas to use fuel injection in the good ol' US of A.

PASSENGER SIDE

The sides keep the party going, starting with the aggressive shakotan-style fender flares in another nod to classic JDM race car style. They're custom molded fiberglass, and carefully curved to flow with the Cressida's body lines. Tucked under them are fat SSR MK1 wheels, 13 x 10 inches up front and 13 x 12 out back. That is an odd size kids. If you're thinking of rolling on wheels like this, good luck finding tires! Looks like Avon is your best bet.

These side vents were fabbed by Jon himself, and if you ask me, you'd never know anyone but a pro did all of this stuff. The custom side skirts leave just inches to spare between themselves and that harshest of bodywork mistresses, the ground. The goal of this build wasn't speed, and obviously you can't go too fast on public roads with all these pavement-skimming parts. The goal was to have a car the owners would enjoy cruising on the weekends, and one that all of your eyeballs would get a kick out of.

Something else your eyeballs should seriously appreciate is the incredible pinstriping. A lot of bosozoku cars are painted eye-catching colors, or in 2-tone schemes that represent what province they're from. But they don't have pinstripes like this. Purple and silver was always the Moonlight Runners' preferred combo, and Astrid went all out with the tape. When they weren't happy with their previous 2 paint jobs and the Cressida was scheduled to go on display in the Petersen Automotive Museum, they took their time on the 3rd go. Astrid spent 60 hours painstakingly thinking about how the paint would go on and exactly where to lay the tape. It took 2 weeks to complete the painting itself. The result is nothing short of amazing.

The number plate on the door is also a classic kaido racer feature, with the 32 referencing the MX32 Cressida chassis code. Back here there's a signature on the C-pillar... Why is there a kanji signature on the C-pillar? That's where Kei Miura, creator of Pandem Rocket Bunny body kits, left his mark. When our friends at Hardcore Tokyo *Hi June!* were putting on a booth at Formula Drift Long Beach, their original display car fell through, so Miura-san asked to park the Moonlight Runners' Cressida in the booth instead. If you think about it, it's very cool to have your car recognized and acknowledged by the Godfather of overfenders.

REAR

Around back are these sick looking vents, and a tall spoiler with lines that flow beautifully into the trunk lid and quarter panels. It may have taken Jon a lot longer than a seasoned body shop pro to get all the surfaces so smooth, but the way it came out shows his dedication. A

shaved-style rear-end is the perfect way to cap off an incredible bosozoku build. The license plate is even tweaked at an upward angle in a nod to the Japanese gangs—it's so the cops can't read the number!

INTERIOR

The Moonlight Runners' attention to detail carried through to the interior, too. This place is decked out in more crushed purple velvet than a Princess Di super limited beanie baby. The seat covers make you feel like you're sitting on a throne. The dash cover features legit crystal and tassel fringe in beige to complement the stock interior color. Even the door panels got the amethyst velvet treatment. Forget the rug, man, they're what really tie the room together.

This tiny white Grant steering wheel is probably the only American-inspired thing on this car. It's more a hallmark of lowrider style, and it doesn't make turning those fat tires any easier, either. But like the front splitter and takeyari pipes on the exterior, it's one of the key "look at me" pieces in the interior. There are pearls hanging from the rearview mirror, too, 'cause why not?

Almost everything else in here is functional 1980 Cressida. This was some nice equipment for the very beginning of the Pac-Man decade. It has power windows, a 4-speed automatic with overdrive, and is full of soundproofing materials from the factory. When Cressidas were new, car mags raved about how quiet they were to cruise in. <turn car on> Except this one's got a modified exhaust... <more improv?>

An updated head unit powers a pair of boxy Pioneer speakers perched on the rear deck, yet another detail true to the style. And you know stock 1980 Cressida speakers won't do "Better Now" any justice. How could they? They were made 15 years Before Post Malone (BPM) was born. The cherry on top is this purple spinny warning light. The car just wouldn't be flashy enough without it.

OUTRO

You can't help but lose your shit and smile when you see a car like this cruising down the road. The insane chin spoiler, exhaust pipes waving in the air—you might not like it, but you gotta respect Jon and Astrid for building it. Hot Wheels even invited them to bring the Cressida to the Legends Tour. They now have another car in the works, and a future kit for people who want to build their own bosozoku rides.

Thanks to the Moonlight Runners for loaning us this car! Unlike Japanese gangs, they hope to organize events to help kids and the homeless in their community.

Up To Speed Shelby

The Cobra, The Daytona, The GT350, ever heard of 'em? Of course you've friggin heard of em! Grab a snack, and a chair, Because Papa's gonna tell you babies a story. (**Sitting at his seat**) The story of one of my idols. He's an American Hero, and one of the coolest dudes to have ever lived, behind maybe my big little brother Lars. From humble beginnings in East Texas to kicking butt around the world, this man did it all.

We've been sittin on this egg for a while now and she's finally ready to hatch. It took one million of you guys to keep my little butt warm but we finally made it. One million subscribers, thank you so much! You guys are awesome but not a single one of us is as awesome as this guy! This is everything you need to know, to get Up to Speed on Carroll fuckin Shelby.

Carroll Hall Shelby was born in 1923 in Leesburg, Texas. His dad was a mail man and his mom stayed at home to look after the family. What I'm saying is, they didn't have a lot of money. To make matters worse. Carroll was kind of a sick kid. He had a heart condition that kept him in bed for most of his childhood. But once he got older the doctors gave him a clean bill of health, and he was out of the house tearing apart go-kart engines and learning everything he could about things that went vroom vroom.

When the US got pulled into WW2, he joined the Army air corp where he trained pilots and probably went on a bunch of top secret missions.

One afternoon when the sarge wasn't looking Carroll hopped into a trainer plane and took off! He flew for miles until he was over the house of his crush Jeanne, and dropped a love letter into her front yard. A year later they were married. Good move Jeanne. Romantic and bad ass, just like me.

Coincidentally I delivered my divorce papers to Jessica's house with a tomahawk missile. Fortunately she wasn't home and nobody got hurt

After the war Carol went looking for a new line of work. He tried his hand in the dump truck game and even worked in the oil fields as a roughneck. Which I've tried, and it sucks. I told my boss my neck was getting all rough, and he was like "yeah, what'd you expect? It's in the name." And I was like "oh that makes sense. Now that I think about it I'm kind of embarrassed for bringing it up. You know what, I don't think this is for me. Thanks for your time. I appreciate the opportunity. I'm gonna go try to make car videos. Do you validate parking? I'm in the orange lot. Thanks. Bye Forever."

When those jobs didn't work out, Carroll got into chicken farming, where he made a nice little chunk of change. It was around this same time, that he also started pursuing his real passion: racing.

Shelby put his Texan charm to good use and convinced a friend to let him drive his MG TC street car on the track. In his first time out in the puny british roadster, with a wooden frame, he beat the entire field of race-prepped competitors. Just like that he was hooked on winnin. Mere hours later, he entered another race full of faster Jaguar XK 120s, ya know... for funsies. Against all odds, Carroll drove the little MG to victory, beating cars with twice the horsepower. If it wasn't clear before, it was now...Carroll Shelby knew a thing or two about goin fast.

Word spread and Shelby started pickin up some heat. People were fascinated. Here was this fast talking Texan, who'd show up in striped overalls, and just drive the wheels off anything you put him in. He was on an entirely new level from everyone else.

Carroll would go on to drive for Aston Martin at Sebring and Le Mans, and set Bonneville land speed records for Austin-Healy later that year. He continued racing and winning through the 50s and by 1959, he was looking to win in a car of his own design, kinda like me and the Pumphrey 502.

Carroll was a big Chevy fan and really wanted their help to develop a new lightweight, V8 powered racing platform.

He approached them and was like,

Guys, I'm a big chevy fan, and I'd like your help to develop a new lightweight, V8 powered racing platform.

SO Chevy was like, "ok, here's three Corvettes."

And Carroll was all, "Ok, cool. I'm glad you said that, cause I'm going to keep the guts over here and work on them with my buddies, and I'm sending the chassis over to italy to get some new skin."

And Chevy's like, "what?"

So Carroll's all, "Yeah- there's this guy... Sergio Scaglietti. He makes stuff all the time for Ferrari."

(Random whispers)

What came back were three of the classiest Corvettes ever made, the Corvette Scaglietti. But... Chevy passed- while the Scaglietti's were being built, GM had decided to ban their brands from racing altogether.

It was the 1960 season and the heart condition Carroll had suffered as a kid had returned, and was getting in the way of him competing. In his final race at Continental Divide raceway, Carroll had a nitroglycerine tablet under his tongue to deal with the chest pain. Despite this...he fucking won. It wasn't easy- but Carroll made peace with the fact that this would be his last season as a driver.

Thanks for watching...dumb guy ([that's a short episode!](#))

Just because he stopped racing didn't mean he was done with motorsport. He opened his own racing school and was soon wheeling and dealing to develop his own race car. And this time, nothing would stop him.

First, he called Aston Martin, and they were like, no. Then he caught word that another British company, AC, had lost the engine supplier for their Ace-Bristol roadster. This was great news. Shelby was obsessed with the idea of an American V8 powered roadster beating the European competition, and figured a car like the Ace would be the perfect candidate. All he needed was an engine. Shelby went back to Chevrolet to see if they were interested. They weren't, so he went elsewhere for help. "Elsewhere" being Chevy's biggest rival.

Carroll knew that Ford was developing a new V8 and Ford loved Shelby's idea of building a racecar that could beat the Corvette. They were onboard and now Shelby was on Ford. (Applause) AC sent him an Ace roller to his shop in Venice, California, this team got to work stuffing the Ford V8 under the hood. When the smoke cleared Shelby's obsession was manifested, and The AC Cobra was born.

The combination of lightweight British engineering and brute American strength was ferocious. Just like my dad, who was a British-American man. (Nolan Joke) The Cobra was nigh unstoppable, proving that Shelby's instincts were correct. But the best for the Shelby snake was yet to come. Side note: Shelby Snake is also what I call my- you know what, we don't have to go there. But I will. It's my penis.

Shelby had already won Le Mans as a driver. Now he wanted to go back and win again, this time as the guy who built the car that wins, the Cobra. But just like a math quiz, there was a problem. The Cobra was perfectly suited to the short tracks here in the US. But when teams took it to the longer European tracks, they weren't nearly as dominant. Why is that? Because the Cobra was about as aerodynamic as Chris Christy's fat butt. At Le Mans, the cobra was an average of ten seconds a lap slower than the slipperier Ferraris. Carroll was not a fan of being slower than other people, so he ordered a young engineer named Pete Brock to come up with a solution.

Pete took the body off one of their Cobras at the shop and got to work on a new designation. While Carroll was a big believer in horsepower, the subtle nuances of Aerodynamics weren't exactly his forte. Pete, on the other hand, had actually gone to school for engineering. Soon enough he had a wooden mock up for what he planned for the new car, and it was unlike anything that anyone had ever seen.

It had radical aerodynamic features like an aggressive ducktail spoiler and an absolutely flat rear end. Jessica. Pete was confident the design would work but others in the shop had their doubts. One day, Carroll brought an airplane engineer by the shop, and the dude straight up told Pete that the car wouldn't work. To his face!

After the guy left Carroll goes to Pete and says, "Pete, you wanna change anything?"

And Pete was like, “Nope.”

And Carroll was all “Respect. But if this thing doesn't work, you're fired”

Luckily, Pete was right. They took the car, dubbed the Daytona Coupe, out to Riverside International Raceway for some testing. After a warm up lap, Lead test driver Ken Miles put the hammer down and beat their Cobra track record by three and a half seconds! Pete had done it, and Carroll could now take the fight to Ferrari.

1964! The Cards beat the Yankees in the series, Buffalo wings are invented and Team Shelby American went across the pond to Le Mans with their new car in tow. They entered the Daytona in the GT class, where it would face off against Porsches, Alfa Romeos, Lotuses, and of course, the Ferrari 250 GTO.

The sleek body allowed the Daytona to hit 186 miles an hour down the Mulsanne straight, and the ducktail glued the rear end to the pavement, giving drivers Bob Bondurant and Dan Gurney immense confidence in the turns. When the race was over, the Daytona had finished a lap ahead of the next Ferrari, giving Shelby the class victory. The win was a reminder to the world that the Shelby name meant the winner's circle, regardless if Carroll was behind the wheel, or reinventing it.

To commemorate the win, Shelby wanted to make the Cobra even faster. Like a good ol' Texan, Carroll wanted an even bigger V8 in his prized roadster.

Shelby teamed up with Ford again and together they set out to design a new Cobra. The fenders would be flaired-out to make room for wider tires, and the grille would be opened up into a gaping maw to help with cooling. While the old Cobra was fast, it was described as a “hellish handful” in the turns. To make the car a touch easier to drive, this Cobra would be fitted with coil spring suspension. The updated Mark 3 Cobra was so different from previous models that only the hood, trunk and windshield were shared between them.

The Mark 3's crown jewel lived under its hood: Ford's most advanced engine of the time- the 427 (Guy, sorry). This humongous 7 liter V8 made 485 horsepower, and pushed the tiny Cobra to a blistering 185 mile an hour top speed.

Close your eyes- (audience does it) I want you to imagine for a second that you're behind the wheel of an open top roadster, built by some dudes in Venice Beach, going one HUNDRED, and eighty FIVE miles an hour, and you're wearing, like, an old open face helmet and a denim shirt for protection. That's nuts.

That same year, 1965, Carroll got the ball rolling on another legendary Shelby creation: the GT350. Ford released the Mustang in 1964 and as soon as Carroll saw one, he knew he had to build one for the track. Shelby American took the pony car and made it a thoroughbred; they installed a stiff front roll bar, Koni shocks, and made the steering more responsive. They also

gave the Mustang bigger brakes and better tires. They focused most of their attention on handling, but boosted output by 35 HP. (phone thing) The GT350's finishing touch was a sinister looking, and functional, hood scoop out front. All it needed was a name, and that part was easy. Cobra! The car was designed for SCCA sports car racing, and since it was a Shelby, it dominated.

After the GT350, Carroll and the Team found time to help their friends at Ford win Le Mans with the GT40. If you wanna know more about that story check out this episode right here.

Ford continued using the Shelby name on their special edition Mustangs, but the reality was that Carroll's team wasn't doing a lot of development on the cars. In fact, working with Ford directly on production cars was pretty stressful, and they ended the partnership in 1969.

All of the wheelin' and dealin' and racin' for the past 30 years had taken it's toll on old Carroll, he was exhausted. So he did what all the greats do when they're overwhelmed, he took some time off in Africa. He just needed a vacation! Like me. When he got back to the states, he was feeling good, rested, at ease. That was... until Detroit came calling once again in 1982.

This time it wasn't Ford, but Chrysler. When Carroll was working on the GT350, he met a guy named Lee Iacocca, the genius largely responsible for the Mustang. Now his old buddy Lee was in charge of Chrysler, and he was in a bind. He wanted to develop performance models for Dodge, but no one at the company knew how to do it, so Lee called Carroll.

And he was like,

"Carroll, I'm in a bind. I want to develop performance models for Dodge, but no one at my company knows how to do it."

Lee had helped Shelby out a lot in the past, and now he needed him to return the favor.

The age of Muscle cars was long gone, so now all Shelby had to work with were turbocharged four bangers like the Omni Hatchback and Charger coupe. At first Carroll was just a consultant, but soon he and his team were getting their hands all over them cars. The Omni GLH or "Goes Like Hell" was already pretty quick, in fact, it was the fastest hot hatch in the world at the time. But Shelby did it one better. The Omni GLH-S or "Goes Like Hell S'more" made 175 horsepower, which was a lot for the time in a itty bitty car like that. The Omni's sister car, the Charger GLHS, was basically a two door version, and did the quarter mile in 16 seconds at 86 miles an hour. Again, very fast for the time. Back then, fifty dollars was a lot of money. Things changes. It was fast.

The Dodge twins were a far cry from the race cars Carroll made his name building, and everyone knew it. Looking back on the project he said "I got so much crap building those little hot rods — the Chargers, GLHs, and all that. But, you know what? I had fun doing it." And that's what counts, right guys? After the turbo twins, Carroll took another break to get his head right and chill out. And he did. He got so chill you guys. But like a vagabond father who shows up

with christmas presents in june, Dodge came callin again, this time to work on a REAL sports car.

The project would be Chrysler's middle finger to the world screaming, "HEY! We still know how to make a badass racecar!"

Iacocca's buddies, Bob Lutz and Tom Gale, were putting a team together to build a car in the spirit of Shelby's Cobra. They couldn't call it the Cobra, obviously, so they chose another snake name: Viper. Which you can learn more about [here!](#)

Shelby *himself* drove the Viper as the 1991 Indy 500's pace car; Where he played a cool prank pretended to have a heart attack behind the wheel at 125 miles an hour, scaring the living daylights out of the passenger! Man I love pranks!

Then in 2002, Shelby found himself working with the brand that helped make his name for the first time since 1969. Ford was working on a new GT and they thought who better to bring on board than the savior of the original GT40. The partnership also produced a new Cobra concept that used the GT's running gear, except this time the engine was in the front. It never went in to production but at the concept's debut, Shelby proclaimed: "I'm going to end my car-building days where I started 'em – with Ford."

The partnership continued with the debut of the 2007 Shelby GT500, the first Mustang to wear the Shelby name in 35 years. It made 500 horses and looked good doing it. On top of that, you could send your GT500 to Shelby's plant in Las Vegas to get the Super Snake treatment, where it was upgraded to over 600 horsepower. Carroll may have been old but he still loved power.

The Mustang got a redesign in 2010 and with it came a new GT500. At 87 years old, Carroll knew he didn't have much time to leave one more mark on the world of power and performance. The last GT500 Carroll touched would make 662 horsepower and do 202 miles an hour. In a MUSTANG!. Carroll even went out to Sebring raceway to give input and final approval on the car. It was the most Radical Shelby creation in years and rightfully blew people's minds.

It was a fitting send off for the legend that was Carroll Shelby.

Around the same time as the GT500's release, Carroll passed away at Baylor Hospital in Dallas, Texas, on May 10, 2012, about 100 miles from his birthplace of Leesburg.

Shelby's influence on the automotive world cannot be overstated. He was a natural behind the wheel, and translated that skill into building some of the greatest race cars ever made, beating the best in the world. And that's why I'm proud to call him my da-

Thank you so much for supporting Donut and Up to Speed, a little over a year ago we were a pretty small channel and now, thanks to you, YOU GUYS, I'm talking about you watching this,

we've made it to One. Million. Subscribers. So thank you, thank you, thank you, thank you. Donut means everything to me, and it's all because of YOU that we get to make things. It's for you and because of you. I promise that me and the 15 other amazing people that work here, most of whom you guys never see, will continue to stay up late and work on weekends to bring you stuff that you like.

So thank you.

Hit that yellow subscribe button if you haven't already, it means a lot. follow me at JamesPumphrey, follow Donut Media on the things. I love you.

Wheelhouse: How to Run Away From The Police in 5 Easy Steps!

We've all seen the chases on TV. You've probably thought you could do it better. Maybe you've fantasized about pulling off the perfect heist. I know I have. I think I could do it. I mean I think we all think we could..but I mean it. I don't think you should ever rob a bank, and I don't condone running from the police. But if you're gonna do it, this is what you should do. These are 5 easy steps for running from the cops.

I'm definitely gonna be on a list after this video drops.

So in this hypothetical situation, we're gonna imagine that you're planning a bank job. Bank robberies are the coolest crime. In this scenario you are the getaway driver, and you have one accomplice, who will be armed with an unloaded gun and will carry one large duffel bag of cash out of the bank.

STEP #1) KNOW THY ADVERSARY Pt. 1

To pull this off you gotta go through step one, which happens before you even get in your car: Knowing what you're up against. Cop cars used to be big sedans like the Crown Victoria, but that is quickly changing. Most departments are switching to the Ford Explorer Police Interceptor. It's tall, it's THICC, but don't be fooled. The Interceptor is All Wheel Drive, has upgraded brakes and suspension, and new models are pushing 400 horsepower. That's 0 to sixty in around 5 and a half seconds. It is not a machine to be trifled with. BUT, they weigh a lot. Civilian Explorers start around 4400 pounds, but I'm willing to bet the Police versions with all their gizmos weigh in around 4600, maybe more.

Of course not every department uses these, a lot of places are still rocking Crown Victorias and Dodge Chargers, which are slower and both weight over two tons. But don't discount the officers' driving ability, they spend all day in these things and know the exact limits of their machines. You should know yours too, which brings us to...

STEP NUMBER 2: KNOW THY CAR

Choosing the right car! Let's see what some Donut employees pick. (ask people in office.)

Okay so basically nobody chose the right car. The (SUPERCAR) might seem like the logical choice. Supercars are super fast and maneuverable. BUT, if you're trying to make a clean break, good luck keeping a low profile.

When you're fleeing the bank in our hypothetical scenario, it's going to be super easy for bank employees or witnesses to identify your getaway car if it "looks like a ferrari" or "is neon green" (CLIP) "I'm pretty sure that's a Lambo bro". Plus, most supercars don't have a lot of room for you, your accomplice, and that fifty pound duffel bag of cash. Lastly, visibility in most supercars

is trash. Unless you get a spyder plan on rolling with the roof down, you're gonna have a hard time seeing the cops.

So I'd cross the supercars off your list. However, I'll admit the performance is hard to ignore, we'll come back to that later. First we have to find something with enough room to pull this off. (Hatchback quote) A hatchback might seem like another good choice. Practical, low profile, and agile. Me personally, the thought of fleeing the cops in a GTI sounds pretty good. I think we can move on right? (WRONG GRAPHIC) Well shoot. Turns out someone already thought of this. (Source 1) Car and Driver already tested this in an article where they tested how fast your a car needed to be to outrun the cops. They tested a VW GTI which held off the cops, but wasn't fast enough to make a gainful lead. So, damn it.

What you need is something that splits the difference between a supercar and a hatchback. Something with good performance, practicality and the ability to stay undercover. Other people will tell you to get something like a 5 series BMW or maybe the Chevy SS, both great options and I think you'd be okay. But here's my hot take.

I say go further. You want to blend in on the streets? How about you blend in with the Cops. Get your hands on a white, black or silver fifth gen Ford Explorer and fake out the cops. Better yet buy an Explorer Interceptor! I found one on Carfax for 15 grand! (Source 2) Not only will you level the playing field during your escape, but you can be comfortable while you do it. This brings us to out next step.

STEP NUMBER 3- KNOW THY PLAN

A bank robbery isn't something you can improvise. I don't care what level you've made it to at UCB it ain't gonna happen. That's a little Hollywood industry joke for ya. I live in Los Angeles. It had made me an asshole. Anyway, when you watch a police chase live it becomes clear that most of these people running don't have a plan. They just drive down a main avenue, take a wrong turn, usually hit some poor sap in an intersection, ditch their car outside a laundromat, hop into someone's backyard then get tackled by a big dude named Greg. But we ain't doing that, nuh uh. Before you rob that bank. You need to drive everywhere around it at all different times of day. You need to know when it's better to take side streets, and which ways to avoid entirely.

Apparently 60% of bank robbers get caught in the first day (Source 3). I think a big reason for that is failure in planning how to get away. Which I understand, it's probably really fun planning a bank robbery that you get so caught up in the actual bank, and forget that you need to get away. Speaking of getting away, how should you do that?

STEP 4- How to actually drive against the police.

Let's look at some footy. Here's this dude in a yellow corvette, pretty good car. For the most part, his plan is to speed away from officers. But for some reason he starts heading into oncoming traffic, which sometimes works but you're putting innocent people and yourself in way too much unnecessary danger. I don't recommend it. This chase ends (9:00) when he inexplicably hesitates, mashes the gas and spins out, which leaves him open to a nice smashing. This guy's mistake was thinking that you can power out of a chase. Even the news anchors knows that's a bad idea.

Then there was this guy who STOLE A FREAKING TANK back in 1995. You might think this is the ultimate getaway vehicle, and it kinda is, but there's no way he could blend in with that thing. A bigger problem was his lack of road knowledge, which came into play when he lodged the tank on some jersey barriers, which ended the pursuit.

Finally there's this chase in Phoenix which seems pretty docile, with the bad guy taking it easy on some main roadways. Things are going smoothly until he hits this intersection (11:30) instead of taking the left with the flow of traffic, he changes his mind and continues going straight. This hesitation gives these two cars enough time to get behind him which is good for them because...they're cops! They were in plain sight, just waiting for the perfect time to strike! Unmarked cars are definitely something you have to look out for. Which brings us to our next step.

STEP 5- KNOW THY ADVERSARY Pt. 2

Every police chase starts with probable cause or reasonable suspicion. It could be our bank robbery or something as simple as speeding by an officer. Let's dial it way back and start from there. You blow by a cop on accident. He speeds up, but doesn't flash his lights yet. He's probably calling in your plates if they come up clean, then the officer will have to make a decision on whether or not to chase you. This decision usually comes down to road conditions, traffic, and most importantly, department policy.

The Department of Justice recognizes three different types of department pursuit policies: discretionary, restrictive, and discouraging. A discretionary policy leaves it up to the officer, a restrictive one requires an officer to ask permission from their supervisor to initiate, and discouraging departments only see pursuits as a last resort. That means depending on where you live, the police might not chase you at all. Or you might live in a state like California where officers are not required by law to follow department policy and are in fact covered by an immunity shield should something go wrong during a chase.

The police use a number of different tactics to end a police pursuit. The first we all probably the PIT maneuver. An officer uses the pushbar on their cruiser to upset the rear of your car and spin you around. Since the officer has to match your speed and get really close, the best way to avoid it to uh...no let them match your speed and get really close.