

June 4, 1994

To Whom It May Concern:

CAR HISTORY:

The Concours USA MK I was the first of three which were built by Dean Fredericks Enterprises, Inc. in 1963, in Los Angeles, California. It was intended to be a production auto and was registered and licensed for street use. Dean Fredericks had maintained ownership of the car since it was new (see photocopy of California Ownership Certificate and Registration Card attached). After 1971, the car was stored and retained by Dean Fredericks. It had been driven approximately 68,000 miles before being stored. Mr. Fredericks was unable to secure the funding to properly market the car.

In 1989, I contracted with Dean Fredericks to restore the Concours USA MK I as a Vintage Racer; work began approximately 10/1/89. On May 8, 1990, ownership of the Concours USA MK I was transferred to [redacted] and the car was re-registered and titled for street use as a production car in California (see photocopy of California Certificate of Title attached). Restoration was completed in November 1991 in time for the Palm Springs Historic Races.

I am also enclosing a photocopy of the car from a road test report in the June 1964 edition of "CARS" Magazine, as well as a letter from Matthew Post regarding the car's existence in April 1966. Photos are also enclosed; the event in which the photo was taken is noted on the reverse of each photo.

Owner/Driver
Concours USA MK I
MARK I RACING

1963 CONCOURS USA MARK 1

Manufactured by
Dean Fredericks Enterprises, Inc.
1538 Esperanza
Esperanza, (L.A.), California (zip code 23)

In 1963, Dean Fredericks designed and constructed this sports car which was intended for sale to the public through selected dealers. The car was to compete with the Corvette and the Cobra. However, this car was built by hand and retailed for \$7,000.00. A new Corvette or Cobra could be purchased for about \$6,250.00.

Dean was unable to establish a dealer network and production ceased after only three cars were built.

The 1963 Concours USA Mark1 presented here was stored by Dean Fredericks for twenty years. It is the original prototype and the only one of the three cars left in existence.

The car was purchased by _____ directly from
Dean Fredericks. Dean and _____ worked together to
restore the car to its vintage racing condition.

The car is currently raced in Vintage & Historic Races
by _____

SPECIFICATIONS

FRAME: Mild steel, American ladder-beam / box

ENGINE: 1963 Buick, all-aluminum 215ci (3500cc) V-8 (OVH). *GHV*

CARBURATION: Holley 600 cfm-4 barrel (double pumper).

TRANSAXLE: Porsche 4 speed with ZF limited slip

BRAKES: Front / Vented disc. 4 piston caliper
Rear / Drilled disc. 2 piston caliper

WHEELS: 7 X 13 Centerline aluminum (3 piece)

STEERING: Rack and Pinion

FRONT SUSPENSION: Independent unequal upper & lower A-arm

REAR SUSPENSION: Independent trailing arm 4-link with transaxle

CURB WEIGHT: 1830 lbs.

WHEELBASE: 90"

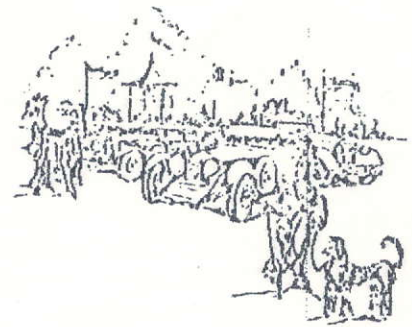
TRACK: Front / Rear 53" / 51.5"

PERFORMANCE: 0-100 12.5 seconds

TOP SPEED: 144 mph (with current 4:43 rear axle)

Le Cercle Concours d'Elegance Inc.

CHARIOTS FOR CHARITY




September 18, 1989

Gentlemen;

This is to certify that as the then President of Le Cercle Concours d'Elegance and Co-concours Chairman of our Santa Anita Concours I accepted the entry of Dean Fredericks in the Sports Car Class. It was listed as "Concours U.S.A." and I had the privilege to ride in it. As I remember, it was a 2 seater powered by a very potent Buick V8. As a part of the exhibit's only class it caused quite a sensation. The date was April 16, 1966.

Sincerely,


Matthew L. Post
Chairman of the Board
Le Cercle d'Elegance

MLP/dw

Reply to: