

## **Caring Hearts Race Teams: Our Mission**

Caring Hearts Race Teams International was created to help - at the "grass roots" level - enrich the lives of children with chronic or life-threatening cancer and other illnesses. Caring Hearts was begun because Gary Manley realized that people – most especially, children - need more positive experiences and opportunities.



## **Gary Manley**

The Caring Hearts Program was established as a product of the vision of its founder, Gary Manley. When Gary Manley had cancer, his radiation treatment went on every week for 32 weeks. He knew that innumerable children must face hurdles much higher, larger and longer than this.

Gary Manley understood that this is a very tiring and heart-wrenching time. Caring Hearts wants to “be there” not only for the children ... but to help and support the parents, as well. Caring Hearts doesn't want the trauma and stress for the parents to be forgotten.

The parents suffer tremendous worry, sadness, fear – and even guilt. They also realize how vitally important it is to keep a smile on their faces; their children are looking to them for reassurance in the midst of unfathomable fears. A smile on a parent's face can give the child the will to keep fighting during traumatic illnesses. Therefore, these parents always desperately hide their fears from their children -- and this quite often simply builds upon the physical and emotional stress.

Gary knew all about it. He was told that he “had to think positively” during his experience with cancer – in order to be able to fight the battle. He was told that the mind is a great healer. Gary recently passed away, but his vision and the program lives on!

## **The Children**

As a team, Caring Hearts will be traveling all over the west coast. In each and every town they visit, Caring Hearts teams and drivers will make trips to cancer wards to visit with critically ill children and their parents.

Plans include having Gary do research and arrange Caring Hearts' visits. Before arriving in a town, calls will have been made to hospitals, discovering the location of those most in need, finding the location of the children's cancer ward, and how many children might currently be staying at the facility. This enables appropriate visits to be arranged in advance. There will be gifts for each child, including photos signed by Gary.

The pre-visit arrangements will also seek to learn more about the children on a personal and individual level: including who might be in need of clothes, shoes, or even personal hygiene items. Underprivileged children are quite often the most in need, and the burdens suffered by these children can hinder their fight against cancer. Caring Hearts knows that it's tough enough to just keep up a strong attitude while fighting cancer.

As another part of the “pre-visit process,” Caring Hearts also wants to implement a process called the “Triple Coverage PR Program.” You can guess what that means, media exposure with TV, radio, & print!

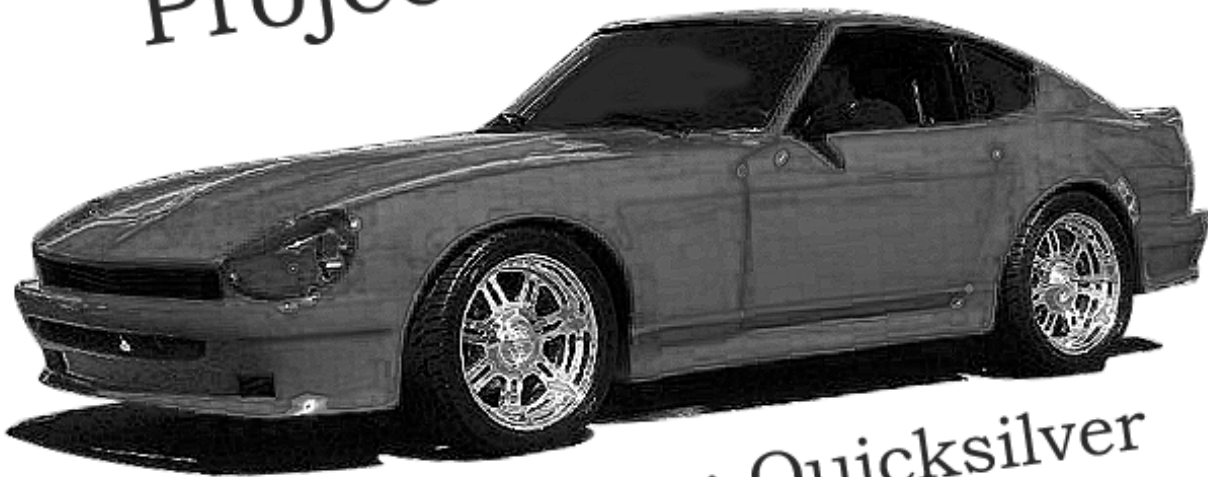
## **The Car and Driver**

**Gary Savage** is determined to carry on the family tradition started by **Swede Savage**, which tragically ended as a result of a violent crash while leading the 1973 Indy 500. In 1995, Gary's sister, Shelly, passed away after a 6 year battle with leukemia. He has used both of them as his inspiration and motivation, which is why the Caring Hearts program is so special to him. He wants to use his passion and skills as a racer to help impact children in a positive way. He has seen in the past that just taking a little time and effort to help a child can really mean so much to them.

A purpose-built, custom car is being put together, utilizing newer Chevy power into a classic Datsun 280Z. This will be an official Caring Hearts vehicle that will not only be raced on the west coast, but will be a featured car at each event and visit to hospitals. The car will not only become one of the most well known Z cars in the country, but is already planned to be featured in several magazines. This will allow the companies affiliated with the program to get great exposure on and off the track, while also helping a worthy cause. Come be part of our team!!

**Coming Soon:**

**Project 280Z-06**



**Codename: Quicksilver**

**Gary Savage**  
**[www.280Z-06.com](http://www.280Z-06.com)**

**Gary Savage 5211 Forest Lane Eugene,OR 97402 (541) 517-2674**

# CARING HEARTS

**Race Teams International**



**A NON-PROFIT ORGANIZATION**

## **A Worthy Cause with National Exposure**

Your contribution to the Caring Hearts Program not only goes toward impacting and empowering sick children, but you and your company will benefit from the exposure this program will generate.

### **As a Contributor, we will promote your company through various media:**

Your Company Name & website will be on the car at each event, show, & exhibition

We will link to your company as an acknowledged contributor from our website

You will be listed in several articles that will appear in national magazines

Various levels of television exposure

**Companies on board:** Chehalem Title, Mobile Auto Glass, Custom Audio, Darkside Window Tinting, America's Tire Co., Auto Craft, API Inc. (Oregon); Motorsport Auto, Wilwood Engineering & Kumho Tires (California); John's Cars (Texas); JSK Innovations (New York); Modern Motorsports (Canada), and several others in the works.

### **Coverage that Gary & his cars have already generated:**

**Sport Compact Car (twice)**

**Victory Lane**

**Vintage Motorsports**

**Mopar Muscle**

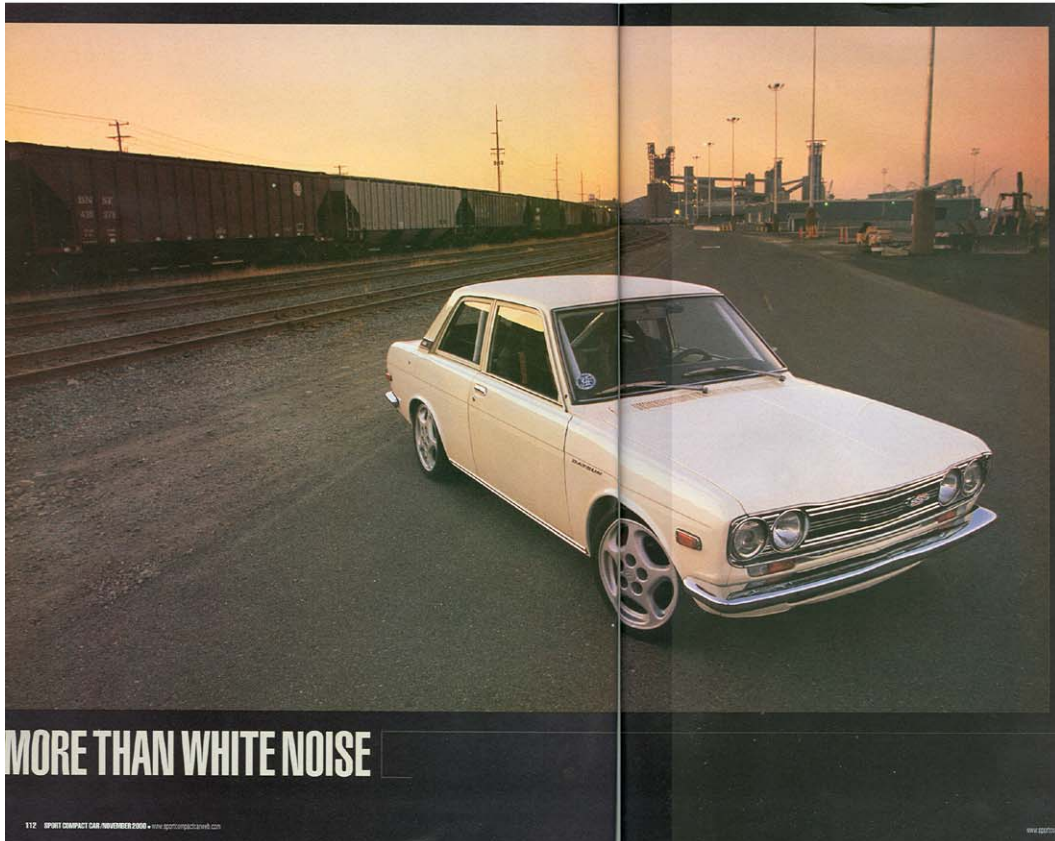
**&**

**An episode of American Muscle Car on Speedvision**

*Your Tax Deductible Contribution will not only allow this program to benefit children, but will give your company all the benefits of sponsorship of a high profile team with exposure at car shows & races.*

**Gary Savage 5211 Forest Lane Eugene,OR 97402 (541) 517-2674**

## Sport Compact Car - 2000



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www.dodge.com

## Sport Compact Car - 2001



### One Thin Dime

From 'Cuda to compacts—Gary Savage loves them all

BY MARK WARNER • PHOTOGRAPHY BY JOHN THAWLEY III

**G**ary Savage is kind of not your typical Sport Compact Car reader. To begin with, Savage listed his profession as a "self-employed tractor driver," which is different from most of the other 100,000 or so Sport Compact Car readers. He's a 41-year-old Oregonian who's made a career of his job for more than 20 years. He's a 1970 Plymouth AMC Gremlin or working on his 1968 Mustang SNB Dodge Stratus, both cars that bring the profile of a typical compact car reader. Nope, he's not your typical reader, but Savage is an enthusiast in the true sense.

Savage has spent most of his life working the "Coke" and "Lacina" sites on the high-banked hills at Duane's International Speedway. And the legendary Cuda Hill climb at the Goodwood Festival of Speed is every old England is on the itinerary for this summer. Really? Really?

But the true sport playing cars are several legendary models that he's only owned in very small numbers. The personal means of transportation also tends to be fairly pricey, one-off cars, though with a definite important. Take, for example, this 1971 Buick Wildcat. Savage purchased the car 10 years earlier when he saw it on a bicycle ride through a local neighborhood. The car had been sitting for a while in a garage and he'd been looking for a car to replace his 1971 Buick Wildcat. The owner at the time was a trucker who couldn't afford to insure the car and had simply left it parked in his front of his house to die. One thing led to another and, after a bit of negotiation, Savage found himself the new owner of the two-door Buick.

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# Rolex Legends At The Big "D"

*Snowbirds head for Daytona's road course to warm up the proceedings prior to the 24-hour classic. Story and photography by Peter Brock.*



Daytona's season opening vintage event, the HSR sanctioned Rolex Legends at the big "D" is gaining speed and distance. What has up until now been a beauty contest in the famed oval's huge paddock area (with a courtesy parade lap thrown in, so the fans in the stands could see the cars too) has now evolved into a 15 minute at-speed preview of the "real" HSR classic, the Brumos Daytona Continental Historics, which will take place the first weekend in November. The vintage event is a curtain raiser for the Rolex 24, one of America's oldest and most respected international class enduros.

So why the turnout of exceptional vintage cars in late January? Well, by consensus most of the participants agreed, that after along cold winter in the north a sunny week in Florida, with a chance to spectate (and in some cases drive) in the famed Rolex 24 hour enduro itself and the

## IN DAD'S CHAIR

*The ex-factory Trans-Am '70 Plymouth Cuda raced by Dan Gurney and the late Swede Savage was lovingly restored by owner Ed Skanes. Swede's son Gary handled the driving chores at Daytona.*

opportunity to just hang out with friends, sounded much better than staying home. The turnout of some 40 HSR vintage racers was a treat for fans as well as entrants.

Typical of the snowbird competitors was the beautifully restored #42 ex-All American Racers '70 'Cuda owned by Ed Skanes of Lexington, Kentucky, that was driven by young Gary Savage of Eugene, Oregon. What made the Skanes' entry really nostalgic was the fact that Gary is the son of Swede Savage, the car's original



# CIRCUIT RIDER

**AN ORIGINAL COMPETITION AAR 'CUDA THAT HAS BEEN RACING FOR OVER 30 YEARS**

story by Geoff Stunkard • photos by Greg Aleck at the 2001 Rolex 24 Hours of Daytona



Photo: Gary Savage Collection



**M**ost of us know the background of Chrysler's one-year foray into Trans-Am competition. Although there were a few other attempts (notably the D-Dart program in 1970 and the new E-Body platform in 1966), the advent of an excellent opportunity for the factory to go head-to-head with other "pony cars" then on the market. The Ford Boss 302, Chevy Z28 Camaro, Pontiac Trans Am Firebird and AMC AMX Javelin were all involved in SOCCA's Trans Am program, and this was the perfect chance to road-test the latest Chrysler models in open competition. In 1969, contracts were signed with veteran racers Sam Posey for the Dodge Challenger and Dan Gurney's Al-American Racers for the Plymouth Barracuda to campaign these new cars in the Trans Am series for 1970.

To homologate, or make legal, the new body styles with racing changes, both divisions released special versions of their cars for sale to the public, equipped with fiberglass hoods, special exhausts, hopped-

up 340 engines supporting three Holley two-barrel carburetors, and other special accessories. For the actual race program, the factory turned to engine master Keith Black, who created de-stroked 303.8 mills to meet the Slinger limit set by the SOCCA. However, by the time the factory was ready to commit to the effort, time was short, and a good deal of development took place directly on the race track.

For Dan Gurney, a successful professional racer and car owner, this was the continuation of a Can Am program he had begun in 1968 with protégé driver Swede Savage. The team took delivery of their cars from Plymouth and prepared them. The car seen here started life as Gurney's No. 48 car, and was driven by him in the early part of the season. Later, Savage took over the controls and had some success with it as No. 42, posting pole positions and top-five finishes. Unfortunately, at mid-season, the financial backing the team enjoyed was cancelled due to changes at the corporate level, but Savage managed to finish fifth overall in SOCCA 17A points for the season. Dan Gurney ran the final two races of the Trans Am series that year and then retired from driving to focus on race team ownership.

## THE GREATEST TRIBUTE GARY SAVAGE: ON HIS FAMILY LEGACY, THE AAR 'CUDA, AND A NEW MOPAR HERITAGE

by Gary Savage

**S**wede Savage was a racer from early on. As a kid, he drove go-carts and raced motorcycles in and around his hometown of San Bernardino, and he became good enough at it that the Yamaha and Harley-Davidson factories noticed him. He rode bikes for both of them during the '60s, including the Daytona races. In 1967, he got his first real professional automobile ride, with the Holman-Moody factory team in a Ford. That opened a lot of doors for him.

In 1968, he went to work as a crew member, then driver with Dan Gurney and his Al-American Racers. Gurney was another California racer who was involved in Can Am competition after his ending Formula 1 effort. Swede drove those cars for a year or so and became Gurney's protégé.

Once the money was gone and the season was over, the cars were sold and Dan and Swede raced Champ cars, with Swede driving. They did that for about a year, but then Swede had a serious accident during the Chevrolet Grand Prix event at Ontario Motor Speedway, and he went through six months of rehabilitation. He wanted to drive again, but Dan didn't think he was ready yet, so he got a ride driving for Pat Patrick. The team had good cars and signed a deal with STP, and Swede was in the No. 40 car and leading the Indy 500 in 1973 when he was killed. His teammate, Gordon Johncock, won that event.

Of course, because of this, my family pulled back from racing. I was still very young, and while I heard stories about the legends like Gurney and Patrick and Unser and Andretti, I didn't realize how significant all this was until I began doing some

autocross and hillclimbs on my own here in Oregon after high school. As I began to win events and regional titles, I became more comfortable as a driver and did some research to see what I could put together. My inspiration and motivation are Swede and my sister, Shelly, who, for obvious reasons, never wanted to talk about racing. She had a long fight with leukemia and we lost her in 1995 to it, but the last day she was alive she talked to my brother about my racing, something she never wanted to do before. That has touched me and given me more desire to pursue all of this.

After I wrote a letter for the NorCal 5-10 Club newsletter about my racing, one of the club members, Mike Camilla, called me about his AAR 'CUDA, painted exactly like the Trans-Am car. It looked like the real one, but had a full interior. I asked him if he knew what had happened to the real car and he told me that Ed Staples of Kentucky owned it, and that Ed had even helped him with some decals for the cone, that's how I got this number. Ed was pretty shocked when I called, but we talked a few times, and he asked me one night if I would like to drive the original car at the Monterey Historic at Laguna Seca in Monterey, California. I was very nervous; until that day, I had never even seen the car, and Ed and his son Bryan let me sit down in it and they walked away for twenty minutes so I could just feel it. Parrelli and Follmer and a bunch of the guys were there with their cars as well, and I got to race with them in the old car. It was the first chance to understand what had made these cars and that heritage so special.

Compared to the late-models, driving this

car gave me a perspective of just what "musclecar" means. The cars are big, with big steering wheels and big shifters. It's a workout. I'm in there for a half-hour and when I'm done, I'm beat. Those guys were the true iron men of auto racing. The car slips around the track and power-slides through the corners due to the vintage rubber. You get to hear those big V8 thumpets around the track. It's a real deal.

Presently, I'm working with Jim Gurney, Dan's son, to put together a program to run Trans Am this year. We're preparing to run Dodge Stratus models on the circuit together, and are working on the funding to get into it. DaimlerChrysler has helped us with some body into, and we are talking to Kenny Black about doing some engines. The engine that was in the 'CUDA until last year was an original Keith Black-built Trans Am small-block, and Kenny was floored when he heard that it had been in nostalgia competition for ten years. We also have Mickey Thompson's daughter, Lynoy, who operates a race shop, building and designing the chassis. Thompson-Black-Gurney-Savage, that's quite a lot of racing history, and we get notes and e-mails from people with all sorts of racing interests. We're looking forward to bringing those names back into the Trans Am fight again.



July 2001



—Gary Savage — Racing in Memory of Swede and Shelly, Eugene, Oregon  
For AAR 'CUDA team collectibles and memorabilia, go to <http://www.aarcuda.com/merchandise.html>