

Low Volume Vehicle Manufacturer – Replica Vehicle Registration

Registration Date	June 9, 2025
Date Marked Incomplete	July 23, 2025
Additional Response Date	September 1, 2025
Manufacturer Name	Scuderia Cameron Glickenhauѕ LLC
Manufacturer Address	8 Kendall Avenue Sleepy Hollow, New York, 10591
Manufacturer Email	<a href="mailto:Dreams@Glickenhauѕ.com">Dreams@Glickenhauѕ.com</a>

Dear NHTSA,

We received your response on July 23, 2025 marking our Replica Vehicle Registration application incomplete. NHTSA’s response stated:

Gentlemen: One of the requirements for replica vehicles is that the replica resemble a vehicle that was offered for sale to consumers. Your application contains a press release announcing production of what appears to be a single vehicle purpose built for off road use. It is also not clear if only one of these vehicles was built or if and when a single vehicle or more was offered for sale to consumers. Please provide more information and documentation.  
Thank you.

Thank you for your response and clarifying questions.

This supplemental response provides ample evidence to address each of your concerns divided into seven sections.

Together this additional information and sources substantially supports the fact that the Replica Boot resembles a production vehicle that was offered for sale to consumers for road use, sold to consumers for road use, and registered for and used by consumers for road use.

1. The original Baja Boot vehicles were manufactured in multiple variants, including “production” and “competition” versions.

Off-Road Racing News, March 14, 1969 described the differences in the Boot between the “competition model” and the “production,” with an additional roll cage in the “competition.”<sup>1</sup>

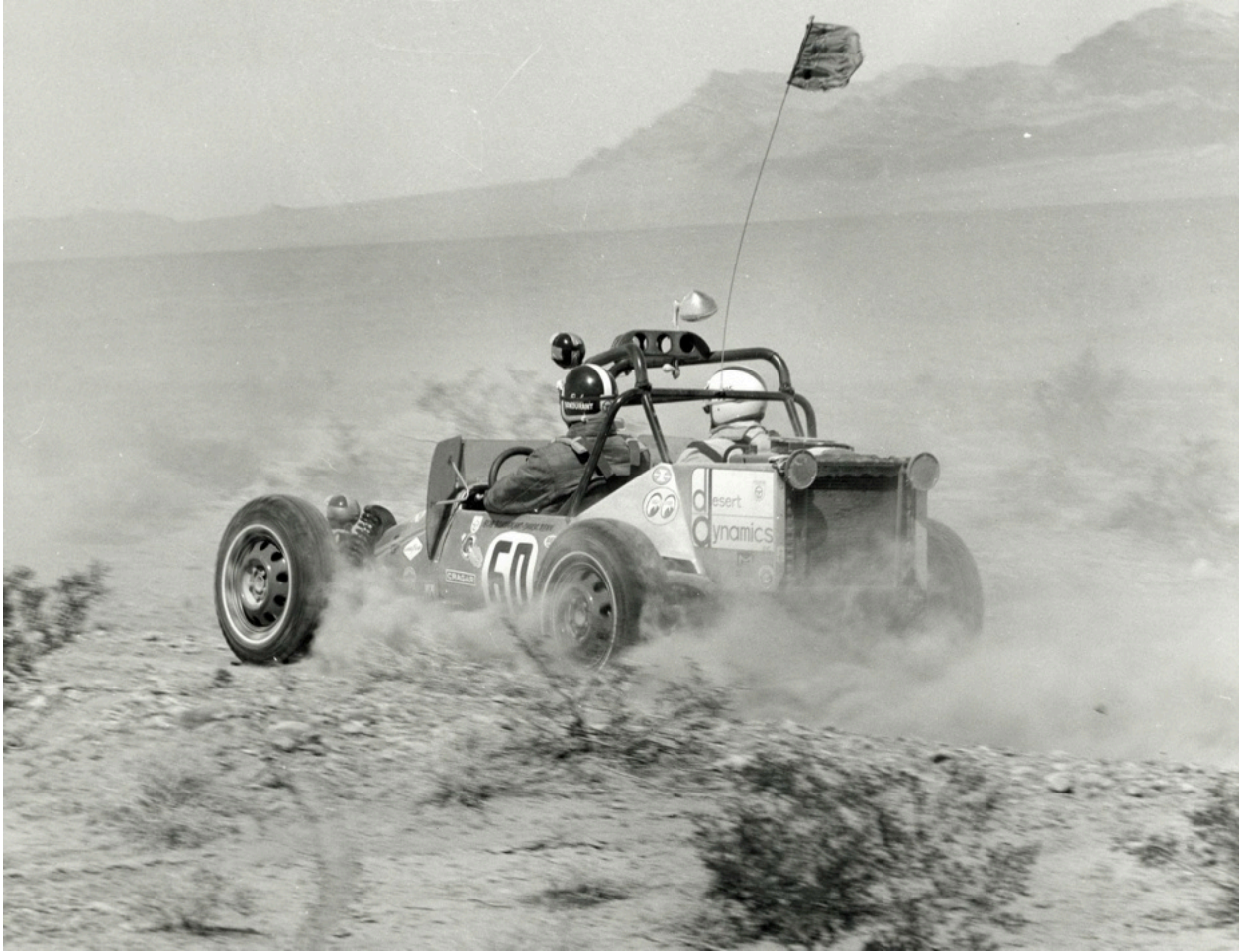


The “competition” Boots were different in design and lacked many of the requirements for road vehicles, including full windshields, windshield wipers, side mirrors, rear high mounted brake light, license plate bracket. These “competition” Boots also included a more complete racing roll cage that included a bar running vertically down the middle of the windshield.

This is clearly visible from the historical photographs of competition Boots in the article above and the photographs below.

<sup>1</sup> Off-Road Racing News, “Mini-Boot Debuts,” March 14, 1969, Volume 1, Number 9, pages 1-3.

Glickenhau  We build dreams



Glickenhau  We build dreams

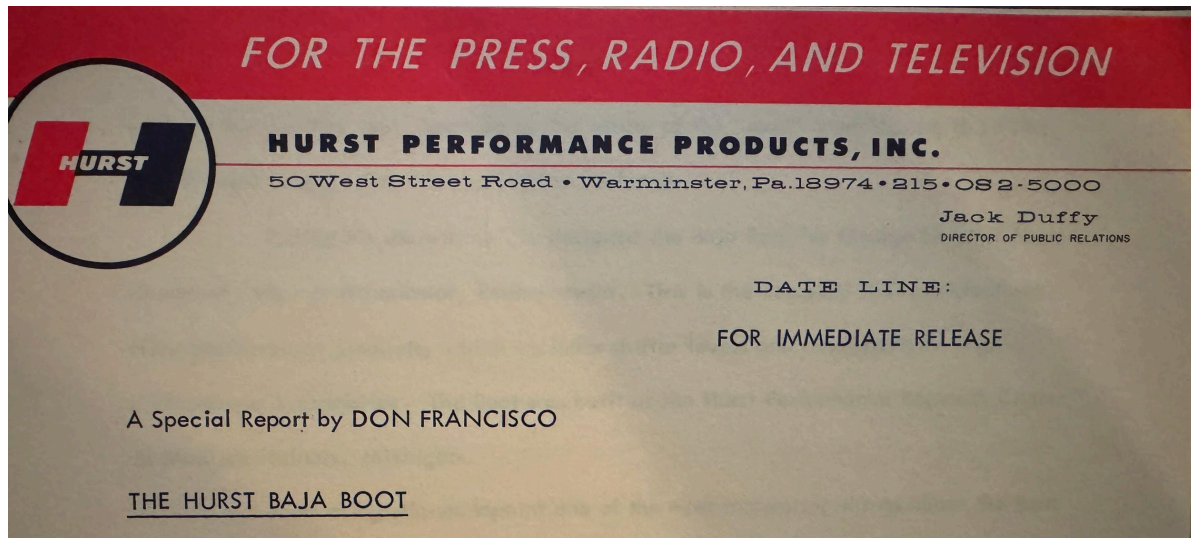


2. The “production” Boots were manufactured for road use with equipment required for road use, including a license plate bracket complete with a manufacturer plate placeholder upon delivery,, front, side, and rear bodywork, windshield wipers, headlights, turn signals, tail lights, a horn button, first of its kind safety bucket seats, and an incredibly robust chassis that included roll over protection.

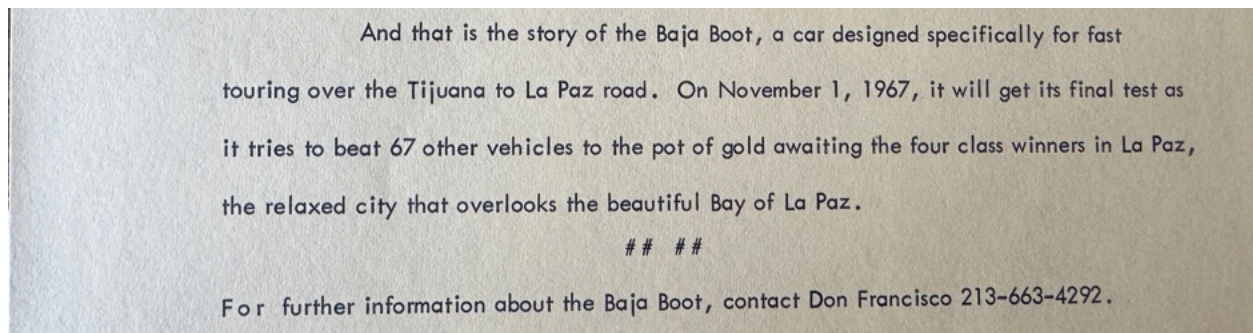
Production Boots in the Hurst factory



An original press release by the manufacturer Hurst about the Baja Boot in several places as a vehicle designed for the road, as well as its ability to drive off-road.



“And that is the story of the Baja Boot, a car designed specifically for fast touring over the Tijuana to La Paz road.”<sup>2</sup>



After describing many features that are typical, or advanced for safety for a road car at the time, the press release describes the main unique feature of the Baja Boot’s drivetrain for a road car:

“Somewhat unique for road vehicles are the locations of the Boot’s engine and the engine’s radiator. The engine is mounted just ahead of the rear axle shafts, with its front end toward the rear of the car, and the large Chevrolet truck radiator is at the extreme rear end of the frame. A special twenty-inch diameter, six blade fan that has blades with revised pitch blows air away from the engine and through the radiator rather than drawing air through the radiator and then blowing it into the engine.”<sup>3</sup>

<sup>2</sup> Hurst Press Release, Written by Don Fransico, 1967, Page 6

<sup>3</sup> Hurst Press Release, Written by Don Fransico, 1967, pages 3-4.

Somewhat unique for road vehicles are the locations of the Boot's engine and the engine's radiator. The engine is mounted just ahead of the rear axle shafts, with its front end toward the rear of the car, and the large Chevrolet truck radiator is at the extreme rear of the frame. A special twenty-inch diameter, six-blade fan that has blades with reversed pitch blows air away from the engine and through the radiator rather than

- more -

The Manufacturer Hurst's press release describes a number of features that were standard (or even ahead of their time for advanced safety), including:

- "A collapsible steering column provides maximum safety for the driver."<sup>4</sup>
- Disk brakes with a "Chevrolet dual-piston master cylinder that divides the brakes into two systems, one for the front wheels and one for the rears."<sup>5</sup>

A collapsible steering column provides maximum safety for the driver. The brakes have 11-inch diameter ventilated discs and are actuated by a Chevrolet dual-piston master cylinder that divides the brakes into two systems, one for the front wheels and one for the rears.

- "The Hurst safety seats in the Boot were built especially for the car. They embody new principles of suspension and are extremely strong and comfortable. They are adjustable fore and aft and are fitted with both lap belts and shoulder" belts that included "impact rears" to allow for mobility and also restraint in the case of "a sudden stop or upset"<sup>6</sup>

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<sup>4</sup> Hurst Press Release, Written by Don Fransico, 1967, page 3.

<sup>5</sup> Hurst Press Release, Written by Don Fransico, 1967, page 3.

<sup>6</sup> Hurst Press Release, Written by Don Fransico, 1967, page 6.

The Hurst safety seats in the Boot were built especially for the car. They embody new principles of suspension and are extremely strong and comfortable. They are adjustable fore and aft and are fitted with both lap belts and shoulder harnesses. The shoulder harnesses have impact reels that allow necessary mobility for the occupants along with maximum restraining effort in the event of a sudden stop or upset.

- “power steering”<sup>7</sup>
- Wheels by the “Motor Rim & Wheel Corporation”<sup>8</sup>
- An automatic GM corvette transmission with three forward speeds and a reverse<sup>9</sup>
- A transfer case that provided 2-wheel or 4-wheel drive, as well as a 4-wheel drive low option<sup>10</sup>
- A windshield and “two electric windshield wipers”<sup>11</sup>
- A stock corvette engine engine with stock manifolds and a shortened exhaust.<sup>12</sup>

The Boot also had a frame designed as a “Roll Cage with Wheels” which was “designed primarily to provide maximum protection for the men inside it in case the car should get upside down for any reason.”<sup>13</sup>

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<sup>7</sup> Hurst Press Release, Written by Don Fransico, 1967, page 3.

<sup>8</sup> Hurst Press Release, Written by Don Fransico, 1967, page 5.

<sup>9</sup> Hurst Press Release, Written by Don Fransico, 1967, pages 3-4

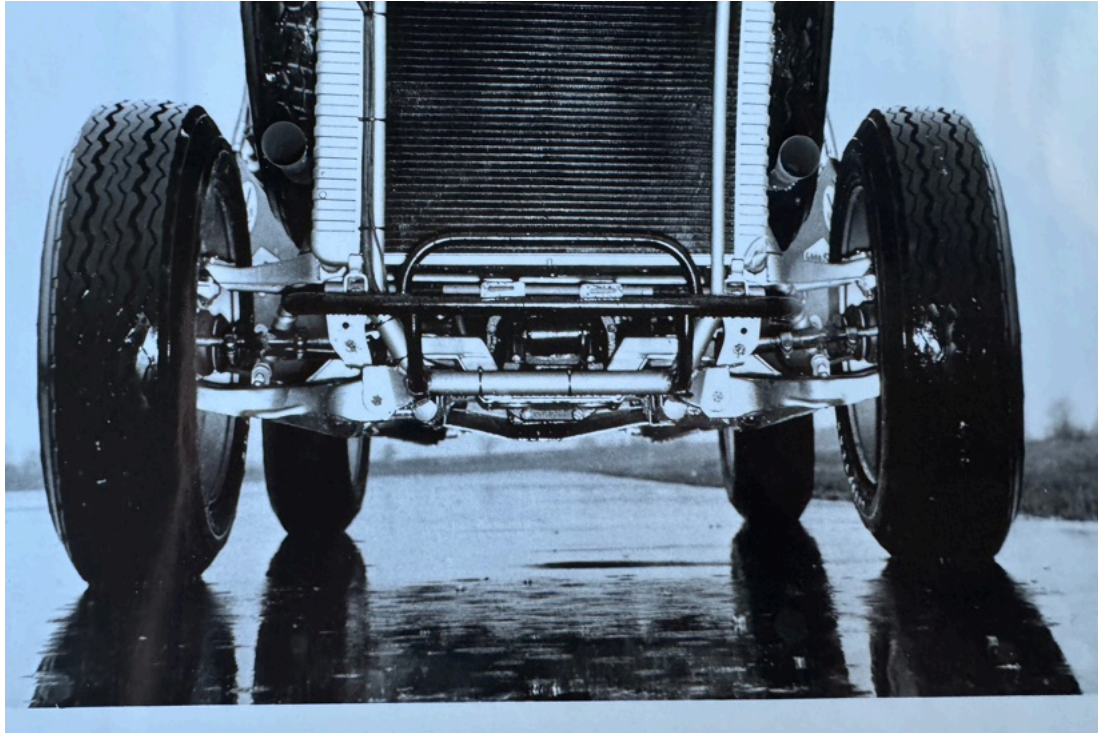
<sup>10</sup> Hurst Press Release, Written by Don Fransico, 1967, page 4

<sup>11</sup> Hurst Press Release, Written by Don Fransico, 1967, page 6

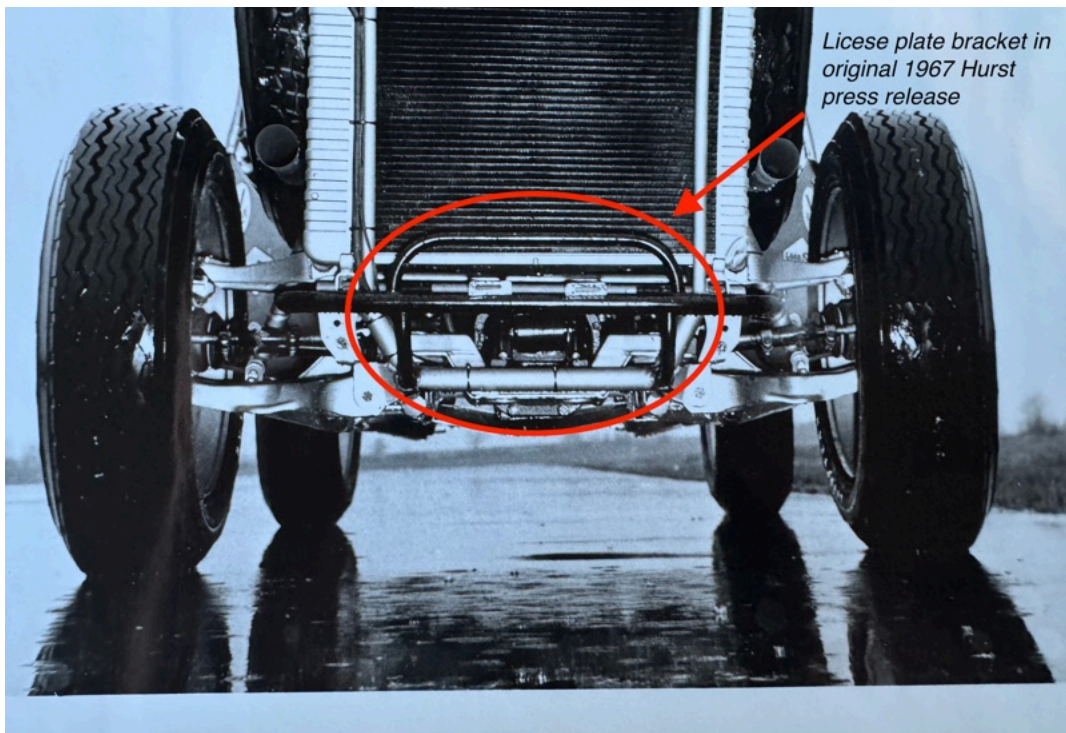
<sup>12</sup> Hurst Press Release, Written by Don Fransico, 1967, page 4

<sup>13</sup> Hurst Press Release, Written by Don Fransico, 1967, page 3

Photographs, including from the press release, show a rear license plate mounting bracket with a demonstration plate installed prior to the first customer sale/ delivery.



Photograph from original 1967 press release by Hurst



Annotated version to show license plate bracket

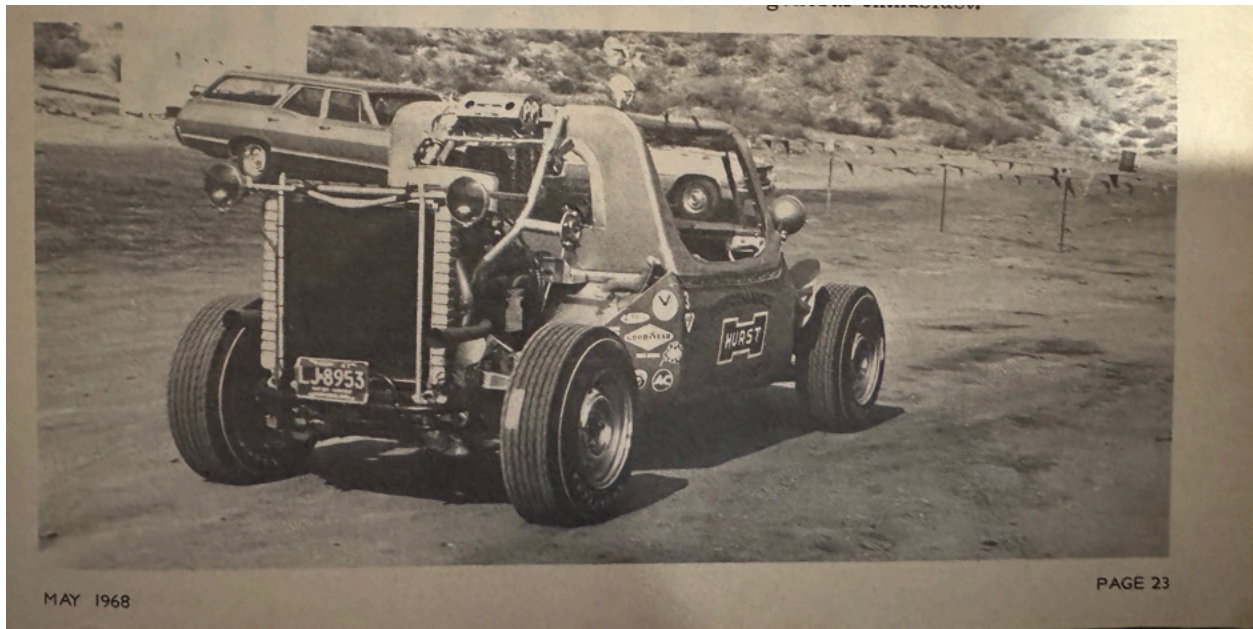


Photograph showing placeholder license plate from Manufacturer Hurst prior to customer delivery.

Not only were the Production Boots road cars intended for customer sales, but they had relatively advanced safety features including a chassis designed for full rollover protection, that are not found in at least one other NHTSA approved replica vehicles.

3. The production Boots were sold by the manufacturer to customers as MPVs for both road and off-road use, and used by customers for road use.

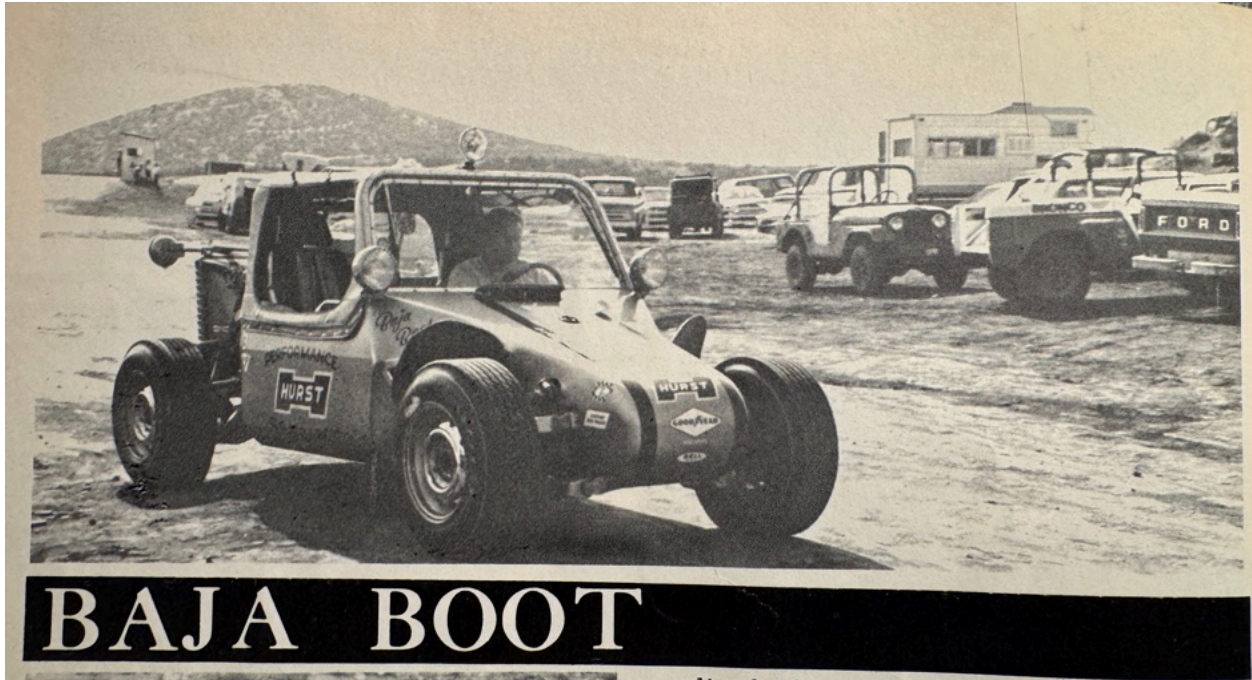
Hurst sold Boots to customers as early as 1968, and those customers registered Boots for road use. An article from May 1968 Four Wheeler magazine titled “Baja Boot” shows a photograph on page 23 of a customer Baja Boot with a road license plate driving near a station wagon.<sup>14</sup>



Another photograph from page 22 shows the Boot driving near other road vehicles that were early versions of MPVs of the time including Ford Broncos, a Jeep, a Chevrolet Truck, and some type of camper van.

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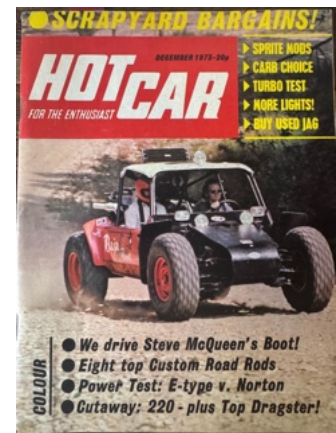
<sup>14</sup> Four Wheeler, “Baja Boot” May 1968, pages 22-23.



One of Hurts' first customers for the Baja Boots was Steve McQueen.

"I've lined me up a sweet machine for this one,' McQueen told reporters.  
"Called the 'Baja Boot.'"<sup>15</sup>

Hot Car magazine, in December 1973 wrote that at least one Boot was sold by the manufacturer to Steve McQueen in the article "It's Steve McQueen's Baja Boot."<sup>16</sup>



<sup>15</sup> Hogan, Mack, "How Vic Hickey Reshaped Off-Roading and Helped Put Tire Marks on the Moon" Road & Track. August 17, 2020.

<sup>16</sup> Wearing, Ian, "It's Steve McQueen's Baja Boot," Hot Car, December 1973, page 65.

Additional photographs show that Boots have been registered for road use and used on the road ever since they were first sold. The photographs below are historical photographs from our archives.





A Baja Boot registered with a different license plate than that in 1968.



A Boot registered with a different license plate, this one reading BJBoot from California.

Proof of a Baja Boot registration for road use in California is below.

This shows the Boot as a road vehicle as a 1967 Chevrolet vehicle, with a Vehicle ID number of MICH67229. This is not registered as a homebuilt, specialty built vehicle, but instead as a regular road vehicle.

DMV  
A Public Service Agency

REGISTRATION CARD VALID FROM: 06/26/1998 TO: 06/26/1999

MAKE	YR MODEL	YR 1ST SOLD	VEH CLASS	*YR	TYPE VEH	TYPE LIC	LICENSE NUMBER
CHEVY	1967	0000	AB	1998	120	69	BJBOOT
BODY TYPE MODEL	MP	MO					VEHICLE ID NUMBER
2D	6	DV					MICH67229
TYPE VEHICLE USE		DATE ISSUED	CC/ALCO	DT FEE RECVD	PIC		STICKER ISSUED
AUTOMOBILE		08/25/98	44	08/25/98	9		Z9347703

REGISTERED OWNER  
LAW ROBERT BARNSDALL JR  
800 LARKIN VALLEY RD  
WATSONVILLE  
CA 95076

LIENHOLDER

AMOUNT DUE \$ NONE

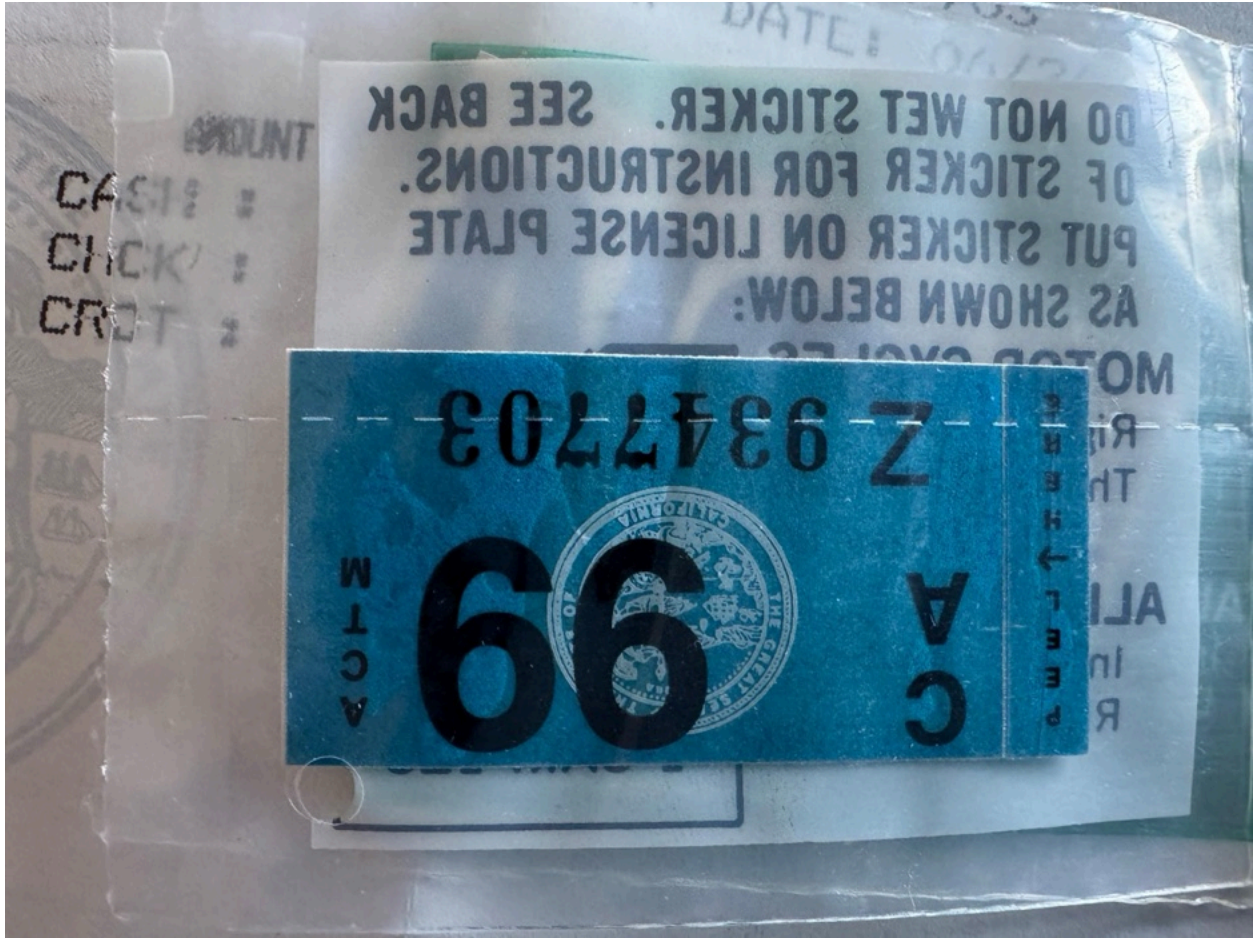
AMOUNT RECVD  
CASH :  
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PR EXP DATE: 06/26/1999  
AMOUNT PAID \$NFEE

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Photograph of a Boot with a New York license plate and registration window sticker.

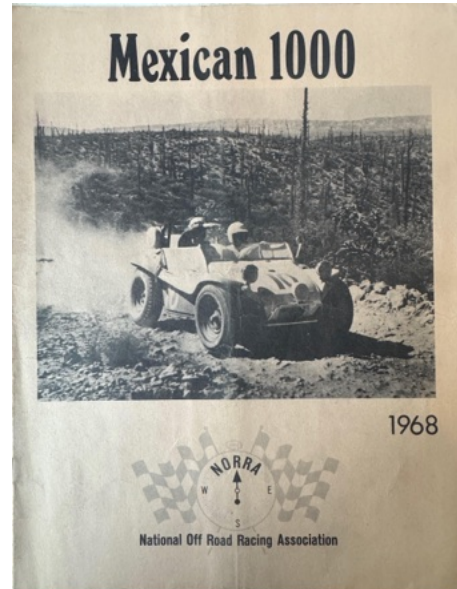
4. Customers used the production Boots for both road and off-road use, including in competitions against other production vehicles from other manufacturers.

One such race was the 1968 Mexican 1000.

The official publication of the National Off Road Racing Association for the 1968 Mexican 1000 road and off-road race described eight different classes with four classes for production vehicles and two classes for non-production vehicles. (Two additional classes were for motorcycles.)

The Production four-wheel drive vehicles included entries for:

- one Baja Boot (entry #51); (raced by a Hurst customer who had registered the Boot for road use with a license plate.)
- two 1969 Chevrolet pickup 4WD (entries #23 and #37);
- three 1969 Kaiser Jeeps 225ci (entries #27-28, #42);
- one 1969 Kaiser Jeepster (entry # 29);
- one 1966 Toyota Landcruiser (entry #32);
- one 1969 Toyota Landcruiser (entry #150);
- four 1968 Ford Broncos (entries #36, #63, #93, #129);
- one 1958 Ford Bronco (entry #59);
- one 1969 Datsun Patrol (entry #68)<sup>17</sup>



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<sup>17</sup> National Off Road Racing Association "Mexican 1000, 1968."



5. The replica Boot in our application is for a production Boot that was manufactured and sold to customers as an MPV for road and off-road use.

It is clear from the photographs of the competition Boots, which had roll bars running down the middle of the front, did not have windshields, window wipers, and other features, that the replica Boot for which SCG has submitted our Replica submission is for the production Boots.

## Conclusion

Hurst manufactured and sold multiple complete production Boots vehicles for road use.

These were not kits to convert another car. These were not competition only race prototypes.

These Boots had, for their time, state of the art technology for safety.

These Boots have a more chassis and roll cage design than at least one other replica that NHTSA has approved as a FAST ACT replica vehicle.

These Boots were sold to customers, who registered Boots for road use, and drove them on the roads.

These registrations started as early as 1968 and have continued to the present day, in California and New York.

In fact, it was us taking a friend for a ride in one of the original Boots that inspired him to purchase Myers Manx and create the wonderful new NHTSA approved FAST ACT replica Myers Max vehicles.

We have additional photographs, press, etc. to further support our application, however, for efficiency, we have included what we believe is ample proof to answer your questions and complete our application to manufacture replica Baja Boots.

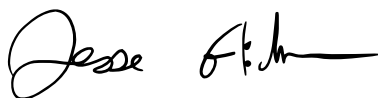
If you have any further questions, please do not hesitate to ask.

We look forward to your response.

Thank you.

Sincerely,

Jesse Glickenhauѕ

A handwritten signature in black ink, appearing to read "Jesse Glickenhauѕ". The signature is fluid and cursive, with a long horizontal stroke at the end.

CEO

Scuerderia Cameron Glickenhauѕ LLC