

SUPER STANGS FOR THE STREET

'Old Shel' ushers in the new year with a restyled and re-engineered GT-350 and a spanking new 428 Fang-mobile

BY HAL KEMPER

CARROLL SHELBY, better known in competition circles as "Old Shel the Little Old Snake Maker," is not one to rest on his laurels. Not satisfied with just a dressed-up and re-engineered GT-350 Mustang, the ex-championship sports car driver and Ford LeMans team leader, has been burning the midnight oil on a couple of new *fanged* creations. The results are two new GT cars, one with a 289 Cobra-type engine and the other powered by a big 428 wedge. Both have been fully re-engineered, restyled and re-powered to keep ahead of the times.

The GT-350, powered by the tried and true 306-hp 289 commands respect even though the factory offers a 390-cuber right off the showroom floor. The super-hot GT-500 packs a very conservatively rated 355-hp 428-cube punch and is truly an all-guts machine. Because of new merchandising policies at Shelby-American, the GT-350 actually tags out lower than last year's model. The GT-500 is priced right in there, lower than any other genuine GT car in its performance bracket.

For 1967 the GT-350 is once again based on the popular Mustang fastback. A competition-inspired grille, nose and hood assembly give the new GT an unmistakable look of authority and uniqueness. An exclusive rear deck spoiler patterned after those installed on high-speed race machines to keep the body from lifting, competition-proven fresh air intake ports and scoops which ventilate the interior, and the rear brakes are new this year.

The differences between the GT-350 and the showroom Mustang continue to be more than just skin deep. The 1967 model is again powered by the high-efficiency, high-rev Cobra 289 rated at 306 hp. Four-on-the-floor is standard, while a heavy-duty dial-a-win setup is optional.

Shelby has placed special emphasis on safety this year. In addition to its super-stop front disc brakes, steering has also been improved upon by the use of a new box with a 16-to-1 overall ratio. Nylon safety tires, track rated at over 140 mph and patterned after those proved at LeMans, are standard equipment. So is a fully-padded instrument panel, integral safety (roll) bar and an exclusive new shoulder harness for front seat passengers. All this, and the GT-350 is the lowest priced genuine GT car in the world!

The real kicker, however, in the Shelby camp is the GT-500. Here is a true GT machine with acceleration

Restyled fiberglass front end with air intake scoops, new side scoops and a rear spoiler set GT's off from production-line Mustangs. GT-500 packs 428 wedge punch.





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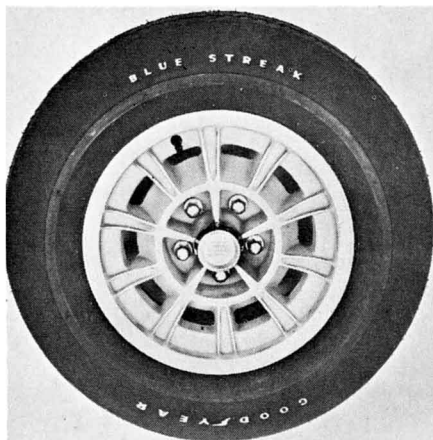
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and top speed usually only associated with out-and-out drag machines. This companion model to the GT-350 sports 428 cubic inches, dual quads and a questionable horsepower rating of 355 hp. Although road test figures are not yet available, early tests of a prototype "works" car produced a 0-to 60-mph clocking of 5.4 seconds. The standing quarter-mile netted the



Super-wide 6½-inch cast aluminum hoops optional at extra cost on all GT's.

prototype driver with a 106-mph, 13.5-second time slip, which is mighty respectable for an off-the-floor machine. Just for the records, the 428 rig was able to leap from 40 to 60 miles-per-hour in just 2.4 seconds, or 162 feet. The boost from 50 to 70 miles-per-hour was attained in 3.1 seconds, 266 feet. Talk about Total Performance!

The top-line GT also features the safety goodies outlined in the GT-350 report. They're all standard at no extra cost. Because of the bigger engine the 500 model tips the scales at 486 pounds more than GT-350 and is fitted with more suitable gear ratios. New colors plus options galore are available for both GT models, so that either can be set up for road racing, drag racing, or the supermarket sweepstakes.

SUPER STANGS FOR THE STREET

GENERAL DIMENSIONS: GT-350

Tread: Front, 58.0" Rear 58.0"
Wheelbase: 108.0"
Length: 186.6"
Width: 70.9"
Curb Weight: 2800 lbs.

Construction: Platform type unitized construction with reinforced floor members and export front and reinforcement.

ENGINE:

Type: Cobra OHV 289 cu in in 90° V-8
Bore & Stroke: 4.4005" x 2.87"
Horsepower: 306 @ 6000 RPM
Carburetion: Cobra hi-rise intake manifold with Holly 4-bbl carburetor (715 cfm flow rate)
Solid valve lifters; die cast, polished aluminum "Cobra" rocker arm covers and air cleaner; dual exhaust system.

TRANSMISSION:

Fully synchronized four-speed manual (28 spline) standard.
Gear Ratio: First—2.32:1 Second—1.69:1
Third—1.29:1 Top —1.00:1
Heavy duty Cruise-O-Matic transmission optional.
First—2.46:1 Second—1.46:1
Top —1.00:1

FINAL DRIVE:

Heavy duty rear axle with straddle-mounted deep offset drive pinion.
Standard ratios: Manual transmission 3.89:1
Automatic transmission 3.50:1

SUSPENSION:

Front: Independent, with roll spring and ball joints, Shelby modified for flatter cornering. .94" diameter front stabilizer bar.
Rear: 4-leaf springs with special rebound dampers to control rear spring windup.

BRAKES:

Front—disc, 11.3", with high speed linings.
Rear—10" x 2.5" cast iron drum, self adjusting.
191.0 square inch effective lining area.
Independent service brake operating rear drum brakes.

WHEELS—TIRES:

Shelby 15" steel wheel with 6.5" rim width. "Speedway 350" low profile 4-ply nylon E70-15 tires designed especially for Shelby GT cars.
Specifications subject to change without notice.

GENERAL DIMENSIONS: GT-500

Tread: Front 58.0" Rear 58.0"
Wheelbase: 108.0"
Length: 186.6"
Width: 70.9"
Curb Weight: 3286 lbs.

Construction: Platform type unitized construction with reinforced floor members and export front and reinforcement.

ENGINE:

Type: Cobra OHV 428 cu in 90° V-8
Bore & Stroke: 4.13" x 3.984"
Horsepower: 355 advertised
Carburetion: Two 4-bbl Holley carburetors (600 cfm flow rate, each)
Special high-rev hydraulic valve train and camshaft; die cast, polished aluminum "Cobra" rocker arm covers and air cleaner; dual exhaust system.

TRANSMISSION:

Fully synchronized four-speed manual (31 spline) standard.
Gear ratio: First—2.32:1 Second—1.69:1
Third—1.29:1 Top —1.00:1
Heavy duty Cruise-O-Matic transmission optional.
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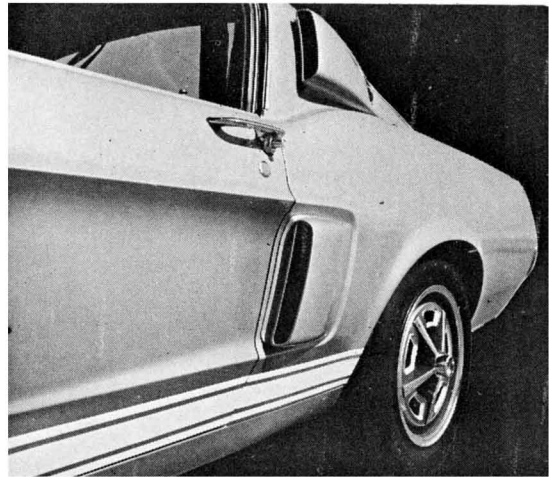
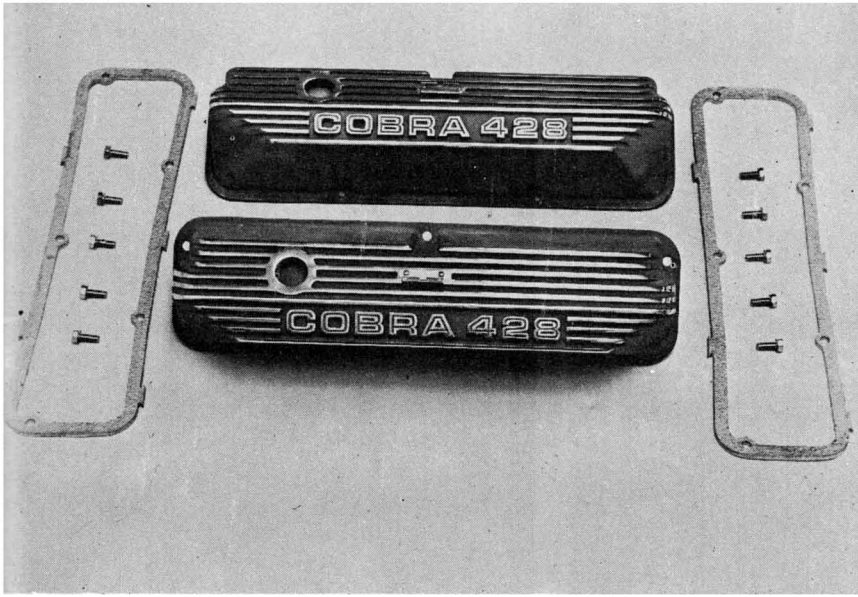
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Above, air scoops cool interior and rear brake drums. Left, black crackle-finished aluminum valve covers are standard on 428 LeMans wedge. Below, rear spoiler and wall-to-wall tail blinker treatment are exclusive Shelby GT features.

