

telephone: 213-674-1961

fax no.: 910-320-6137

cable address: shelcobra

1967 RACE ASSISTANCE PROGRAMSCCA NATIONAL CHAMPIONSHIP RACES

Participants in SCCA National Championship Races, who participate in class "A" or "B" production or class "A" sedans, in one of the eligible vehicles, and who comply with the requirements listed below, will be eligible to participate in the 1967 Race Assistance Program.

ELIGIBLE VEHICLES

1. "A" Production - 427 Cobra and GT-500
2. "B" Production - 289 Cobra and GT-350
3. "A" Sedans - Mustang Group 2 Sedan

REQUIREMENTS FOR ELIGIBILITY

1. Driver or entrant must own a competition car listed under "Eligible Vehicles".
2. Driver or entrant must register their car with the Shelby American Competition Sales Department, 6501 West Imperial Highway, Los Angeles, California 90009.

This registration shall include the following information:

- a. Full name, address and phone number of driver and/or entrant.
 - b. Copy of driver's 1967 SCCA Competition License.
 - c. Copy of driver's 1967 FIA Competition License for Trans-American Sedan Championship entrants.
 - d. Name and Social Security number of person to whom monetary payments shall be made.
 - e. Serial number of eligible vehicle.
3. Driver or entrant shall provide Shelby American with a completed Driver Biography Form and a Black and White 8X10" glossy photograph suitable for reproduction, and Written Permission for Shelby American to use this photographic image.
 4. Driver or entrant shall provide Shelby American with a copy of the Official Results within 48 hours of each race.

1967 RACE ASSISTANCE PROGRAM

- b. To be eligible for monetary assistance, the registered driver or entrant finishing 1st or 2nd in class shall telephone the Shelby American Competition Sales Department, (213) 674-1961, at his own expense, prior to 12 noon, Los Angeles time, on the Monday immediately following the race, giving the following information:

- a. Name of Race
- b. Location of Race
- c. Name of drivers, make and class of all cars finishing the race and their overall and class positions.

Please note that one call will be sufficient for each race, as long as all information is given for classes "A" Production, "B" Production and "A" Sedans. Drivers are encouraged to combine in the placement of this one reporting call.

SCCA NATIONAL RACES

1. MONETARY - Registered program members who have furnished Shelby American with the information required in paragraphs 4 and 5 of the above, shall be eligible for the following monetary payments:

- a. Class "A" Production - 1st-\$150.00, 2nd-\$75.00
- b. Class "B" Production - 1st-\$100.00, 2nd-\$50.00
- c. Class "A" Sedans - 1st-\$100.00, 2nd-\$50.00
- d. American Road Race of Champions. Registered members, competing in eligible cars, who have earned a majority of their points in eligible cars, and who actually compete in the races, will receive \$500.00.

2. PARTS

- a. Parts will be supplied directly from Shelby American, at a special Race Assistance Program price, for the repair of cars participating in this program. This will apply only to parts normally stocked by Shelby American, orders for non-stock parts will not be accepted.
- b. Parts orders, noted for competition vehicles, placed with the Parts Sales Department, will be given a priority status for selection and shipment. Unless prior arrangements have been made, all parts will be shipped C.O.D.

3. TECHNICAL

- a. Shelby American's Competition Sales Department will be the clearing house for all technical assistance required, including bulletins, late developments, recommended modifications, etc..
- b. The Shelby American Engineering staff, through the Competition Sales Department, will provide engineering and technical data as required by competitors. Preferably, requests should be in writing and adequate time given for a written answer. Emergency phone assistance will be given on a "time available" basis.

TRANS-AMERICAN SEDAN CHAMPIONSHIP RACES

Participants in Trans-American Sedan Championship Races, who participate in class "A" Group 2 Mustangs and who comply with paragraphs #1, 2, and 3 of the Requirements for Eligibility, will be eligible to participate in the 1967 Race Assistance Program.

ASSISTANCE

1. MONETARY. Registered entrants or drivers competing in Mustang Group 2 Sedans, and who comply with the requirements of this program, shall be eligible for the following monetary awards in each Trans-American Sedan Championship Race.
 - a. 1st Overall - \$500.00
 - b. 1st Over Two Liter Class - \$1000.00
 - c. 2nd Over Two Liter Class - \$600.00
 - d. 3rd Over Two Liter Class - \$400.00
2. PARTS ASSISTANCE. Identical with SCCA National parts assistance program. In addition, it is planned that a supply of parts shall be on hand at all Trans-American Sedan Championship Races for purchase by members of this program at the special Race Assistance Program price.
3. TECHNICAL ASSISTANCE. Identical with SCCA National technical assistance program. In addition, it is planned to have a Shelby American technical representative on hand at all Trans-American Sedan Championship Races.

1967 RACE ASSISTANCE PROGRAM

4. PUBLICITY. Members of this program will receive professional publicity on their participation in all Trans-American Sedan Championship Races. The driver biography and releases are required in this connection. The cooperation of all drivers and entrants with the Publicity Agent is expected.

SHELBY AMERICAN

RACE ASSISTANCE TECHNICAL
SERVICE BULLETIN #1

October 10, 1966

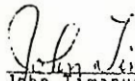
SUBJECT:

S1MR-5483-A REAR STABILIZER BAR KIT FOR MUSTANG
(GT-350 AND GROUP II) COMPETITION CARS.

1 S1MR-5483-A	Bar Stabilizer - 1/2" Diameter
1 S1MR-5486-A	Mount Bracket, R.H. (Welds to Frame)
1 S1MR-5487-A	Mount Bracket, L.H. (Welds to Frame)
2 COAA-5486-A	Bracket, Stabilizer Bar Mounting, retains rubber bush
2 B7A-5493-A1	Rubber Bushing, Stabilizer Bar
2 COAZ-5A486-A	Link, Kit
4	Bolt and Washer 5/16-24 x 7/8 Long
2 S1MR-5B486-A	Ends - Link (Weld to Spring Plate)
2 S1MR-5A486-A	Link - Stabilizer Bar - Special

This bar is an option on the 1966 GT-350 and is permitted on Group II cars under F.I.A. rules. The kit is designed for weld-on installation only. A bracket is welded to each side of the rear frame rail. The rubber bushings and stabilizer bar are positioned by the two retaining brackets which bolt to the mount brackets. An end for the link is welded to the outside rear corner of the rear spring mounting plate with the hole in the vertical position. The link assemblies are bolted between the ends on the bar and the ends which are welded to the spring mounting plate. The S1MR-5A486-A link is substituted for the link in the COAZ-5A486-A link kit. Rubber spacers are installed on each side of the ends (four required per link as is standard stabilizer bar link practice). The weld-on brackets are positioned so that the bar passes just ahead of the fuel tank.

This kit is offered to competitors under the Race Assistance Program special price of \$35.00.


John Timanus
Race Assistance Program

JT:jc

SHELBY AMERICAN

RACE ASSISTANCE TECHNICAL
SERVICE BULLETIN #2

October 10, 1966

SUBJECT: TUBELESS RACING TIRES

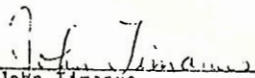
June issue 1966 Sports Car magazine "Drivers Meeting" by Jim Kaser. S.C.C.A. Authorizes use of Tubeless Racing Tires. In order to use these tires, special preparation is required for wheels. Magnesium wheels require an impregnation process. In the Los Angeles area, this service is handled by:

Carroll Shelby Enterprises, Inc.
1939 W. Artesia Blvd.
Gardena, California
Area Code 213 - 321-6166

This process costs \$.17 per pound of wheel weight. It is also recommended that a metal valve stem, cost \$1.50, be installed. This can be done by either Goodyear or Firestone Racing Tire Distributors. Even with this process, the tires might not hold air pressure for extended periods. Tires should be rechecked for proper pressure daily, as there is the probability of slight leak-ages.

Steel wheels should be painted with epoxy paint such as Cat-A-Lac Catalyst paint with a corrosion resistant primer.

Due to the weight reduction of approximately four pounds per wheel, and as this is unsprung weight, it is well worth the additional cost and effort to avail yourself of this advance in tire development.


John Timanus
Race Assistance Program

JT:jc

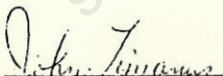
SHELBY AMERICAN

RACE ASSISTANCE TECHNICAL
SERVICE BULLETIN #3

October 10, 1966

SUBJECT: FUEL TANK SAFETY

One of the advances in fuel tank safety is the Vithane Baffle Foam and Resin Coating developed by the Goodyear Tire and Rubber Company. The accompanying sheet describes and gives complete information on this "Green Flag Safety Service". This process, although rather expensive, greatly reduces the hazard of fire which has destroyed many fine racing sports cars in the last few years.


John Timanus
Race Assistance Program

JT:jc

STOCK CAR RACERS!

Get GREEN FLAG Safety Service for your fuel tanks NOW!

1. Retard accidental fuel loss with Baffle Foam.
2. Provide burst and abrasion resistance with Vithane.

GREEN FLAG Safety Service adds a new dimension of safety to your fuel tank. The addition of Baffle Foam inside your tank greatly reduces the hazard of fuel loss during competitive driving. Baffling reduces fuel capacity only 3%, yet effectively retards fuel loss in the event of a fuel line rupture, or even tank rupture. Baffle Foam is unaffected by gasoline (no additives) and has been successfully evaluated in automotive fuel tanks for approximately 12 months. The tough Vithane Resin Coating on the outside of your tank provides a seamless, fuel resistant cover. The $\frac{3}{8}$ " Vithane Resin Coating provides positive resistance to abrasion, and adds high burst resistance too. The Vithane Coating outside weighs approximately 2.1 lbs. per square foot of tank surface area. The Baffle Foam inside adds only 0.3 lbs. per gallon of capacity to your fuel tank weight.

Safety Service is a "must" for drivers interested in protecting car investment. It's also a "must" for drivers interested in life-saving driving safety. GREEN FLAG Service is available through any of the following distributors:

Carroll Shelby Enterprises, Inc., 1639 W. Artesia Blvd., Gardena, Calif.
Bob Schroeder Race Cars, 4725 Vicksburg St., Dallas 8, Texas
RRR Motors, Inc., 17907 Dixie Hwy., Homewood, Ill.
Gofaster, Inc., 24 Old Boston Post Rd., New Rochelle, N. Y.
Huggins Tire Sales, 15 Trade St., Thomasville, N. D.
Lauderdale Auto Marine Service, Inc., 1580 S. Federal Hwy., Ft. Lauderdale, Fla.



A. Vithane Coating



B. Baffle Foam

GREEN FLAG Safety-Serviced Fuel Tank:

- A. Vithane Coating — for protecting tank from abrasion, adds proven burst resistance too
- B. Baffle Foam — for retarding fuel loss in event of fuel line or tank rupture.

TO GET

1. Paint or stencil your name and address on your tank and send it prepaid to the GREEN FLAG distributor nearest you.

2. Your tank will be bisected, Baffle Foam will be installed, and the tank will be welded together again. The tank will then be coated with $\frac{3}{8}$ " of Vithane by The Goodyear Tire & Rubber Company in Akron, Ohio. Your Safety-Serviced tank will then be returned to you, express collect, from Akron.

VITHANE is a trademark of The Goodyear Tire & Rubber Company, Akron, Ohio, for urethane elastomers.

Safety Service; here's all you do:

1. To figure cost: Allow \$169.29 set-up charge, plus \$7.70 per gallon of tank capacity. (To compute tank capacity, figure volume in cubic inches using outside dimensions, then divide by 231 cubic inches. The resulting figure will be in gallons.)

2. Send one check covering both set-up charge and per-gallon charge to your nearest GREEN FLAG Safety Service distributor.

PROTECT YOUR LIFE PROTECT YOUR INVESTMENT

GET GREEN FLAG Safety Service for your fuel tank today!

SHELBY AMERICAN

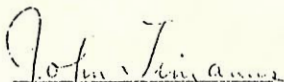
RACE ASSISTANCE TECHNICAL
SERVICE BULLETIN #4

October 10, 1966

SUBJECT: BRAKE FLUID

A super heavy duty brake fluid manufactured by Dow Chemical is now available from Ford dealers. The Dow number for this fluid is Dow HD-50-4, while the Ford part number is CGAZ-19542-A.

This fluid has a boiling point over 550° F with 0% water content. Due to the fact that 1% water content will reduce the boiling point to 385° F, and 2% water to 315° F, it is recommended that only pint cans be purchased. Water, from the moisture in the area, will be absorbed into a partially used can so consequently, once a can has been opened to fill or top off a brake system, the unused fluid should be discarded. Fresh cans only should be used for racing and the complete system replenished to insure moisture free fluid. Undoubtedly, moisture will accumulate during prolonged usage and therefore the system should be flushed and replenished periodically during the racing season for maximum brake performance.


John Timanus
Race Assistance Program

JT:jc

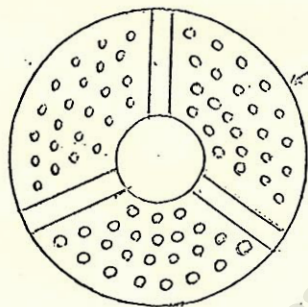
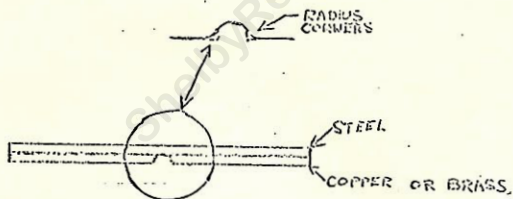
SHELBY AMERICAN

RACE ASSISTANCE TECHNICAL
SERVICE BULLETIN #5

April 19, 1967

SUBJECT: MODIFICATION OF CLUSTER GEAR THRUST WASHER FOR
INCREASED LIFE

BORG WARNER T10 M TRANSMISSION



ADD DEPRESSIONS
USE DRILL POINT

AT RANDOM
 $\frac{1}{16}$ $\pm .010$ $\frac{1}{32}$
DIA. \times 1000 $\frac{1}{32}$ DIA.
DIA. \times 1000 $\frac{1}{32}$ DIA.

SHELBY AMERICAN

RACE ASSISTANCE TECHNICAL
SERVICE BULLETIN #6

April 19, 1967

SUBJECT: PREPARATION OF RACE CARS FOR ENDURANCE EVENTS

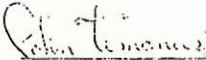
When preparing a car for an endurance event, it is very important that attention is given to every component, major or minor, to see that it remains intact on the vehicle. It was obvious at Sebring that even some of the major team entries were deficient on this essential part of preparation. Some preventative measures must be taken with every nut or bolt. Lockwashers, Lock-tite safety wire should be used where ever their use is indicated.

Some examples of items requiring attention are as follows:

- Starter Mounting Bolts
- Brake Pad Retainer Bolts
- Throttle Linkage
- Fuel Tank Attaching Bolts
- Clutch Equalizer Pivot Bolt

The vibration is encountered in a racing car very similar to that experienced by aircraft so all bolts and fasteners should be of aircraft standards as well as the methods used in installation and securing.

It requires a great many man hours to do this job thoroughly, so all owners are cautioned that although we attempt to deliver their cars as race worthy as possible, there is still much detail work that can be done to insure their finishing a major race.



John Timanus
Race Assistance Program

JT:ads

SHELBY AMERICAN

RACE ASSISTANCE TECHNICAL
SERVICE BULLETIN #7

April 19, 1967

SUBJECT: SCATTERSHIELD

Among the latest developments in safety devices is the Scattershield manufactured by Simpson Drag Chutes. This scattershield in addition to its light weight provides better driver protection than the Steel Bell housing type due to its better retention qualities.

These Scattershields will very shortly be available from Shelby American and will be designed for proper fit on the Mustang Group II and Shelby GT-350.

*THIS is a
SCATTERSHIELD!*



- Ballistics Nylon.
- Full 360° protection.
- 25% stronger than Mild Steel.
- Lightweight—9 pounds.
- Mounts in only minutes.
- No cutting, welding or drilling needed.
- Models to fit all SCCA classes.
- Approved for SCCA Competition.
- Available NOW from . . .

\$77.00
prepaid.

Calif.
residents
add 4%
Sales tax.

SIMPSON

DRAG CHUTES | SAFETY EQUIPMENT

25020 SO. VERMONT AVE.,

HARDON CITY 3 CALIFORNIA 90710 • (213) 325-3575



RACE ASSISTANCE TECHNICAL
SERVICE BULLETIN #8

April 24, 1967

SUBJECT: NEW GROUP II SEDAN CAMSHAFT

The Shelby American continuous Group II 289 c.i. Engine Development Testing Program engineer's have come up with a new cam they feel will be of benefit in your Group II Mustang's. Please note the intake and exhaust tappet clearance is different from your current settings and should be changed.

**COBRA
RACING
CAMSHAFT KIT**



Intake Opens 36° BTDC
Intake Closes 72° ABDC
Intake Duration 288°
Exhaust Opens 72° BBDC
Exhaust Closes 35° ATDC
Exhaust Duration 287°
Valve Lift .500"

Intake tappet clearance (hot) 0.025"
Exhaust tappet clearance (hot) 0.025"

PART NUMBER: Cam only - S1CR-6250-E
Cam & Lifters - S1CR-6250
Cam, Lifters, & Springs - S1CR-6250-C

Race assistance price (Cam & Lifters only) - \$56.29

The benefits to be derived from the use of this cam are as follows:

1. Substantial increase in Mid-Range Torque, 18 to 20 foot pounds of torque at 5500 R.P.M.'s.
2. A slight increase in maximum horsepower. Approximately 5 to 10 horsepower at 7000 R.P.M.'s.

Jim Beltinck

 Jim Beltinck, Manager
 Competition Sales & Special Events

JB:ads