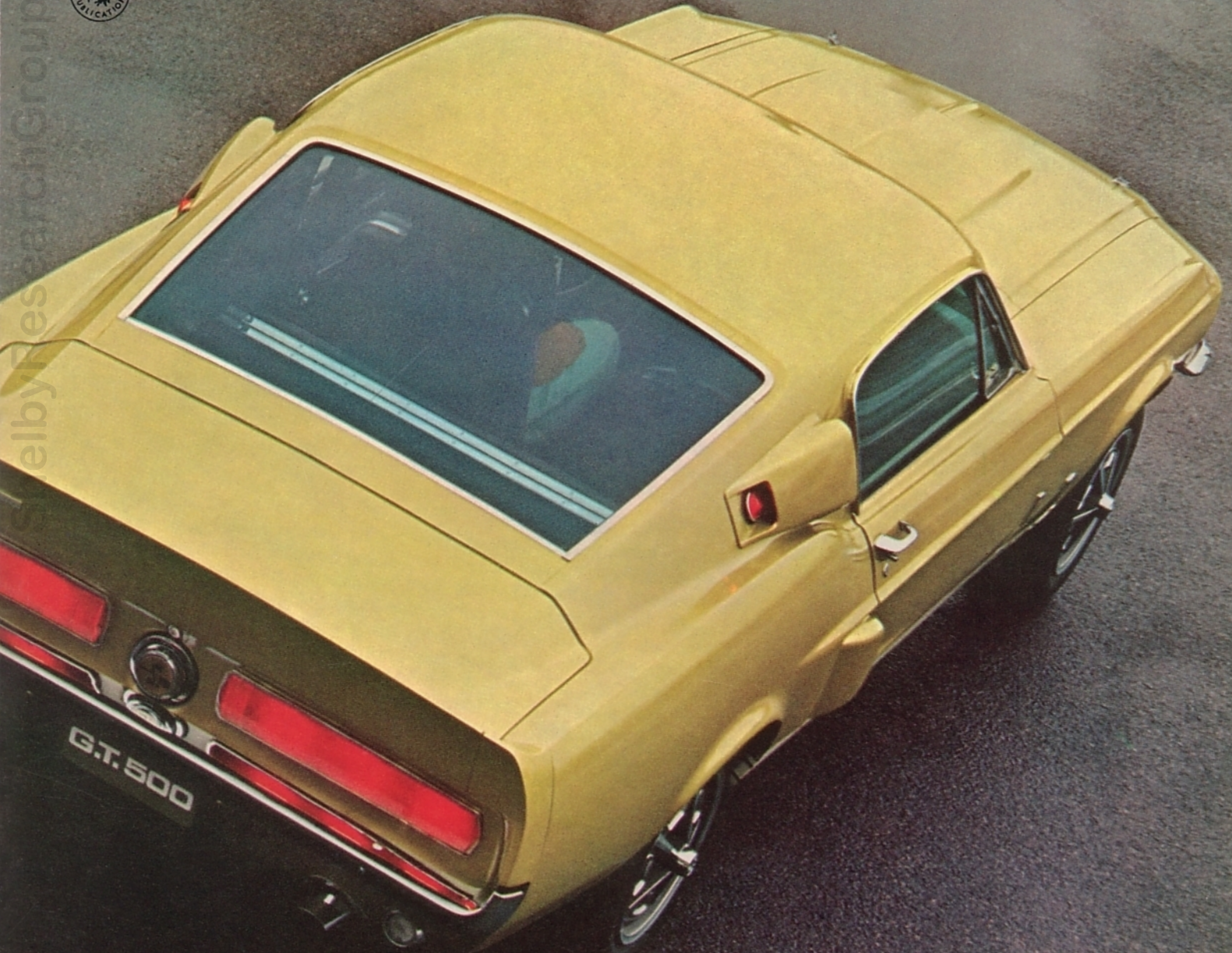


# 1967 CAR and DRIVER YEARBOOK

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\$1.50



**Shelby American's Mustang GT-500**



## SHELBY AMERICAN GT 500

Shelby has turned the Mustang into a real fire-breathing dragon.

Leo Durocher once alluded to the fact that good buys finish last—but that was before Carroll Shelby reared his head, donned his bib overalls and headed into victory lane at Le Mans in 1959. Just to prove it wasn't a fluke, Shelby retired and started producing his *own* cars and the only time one of them finishes last is when it's up against something else from the Shelby Snakepit. First the AC Bristol was given a new lease on life thanks to a transfusion of Ford power and Shelby engineering; around the time all this was happening, Ford's GT effort was organized into a winner by Good-Guy Shel; next the little Mustang everybody thought was so cute was converted into a fair road racing ma-

chine and very attractive street car. For '67, the magic touch has been placed on yet another Mustang to produce the GT 500; the wildest, meanest, 2 + 2 sports/GT car ever built.

The basic Mustang shell is about all that's left of Ford's tame little horse. To this, Shelby has added a vicious looking front end (with greatly increased air intake capacity) and a spoiler on the rear that not only looks great but improves high speed adhesion. In addition there are air scoops and vents bulging all over the sides. The result, as shown on our cover and above, is a nasty, slotted, hump-backed, fire-breathing dragon.

The most significant change from the normal Mustang (and from the 1967 GT 500 which looks equally nasty and slotted) is the 428 cu. in. engine. It is the same unit now being used in Shelby's 427 Cobra. Advertised horsepower of this unit, equipped with two 4-barrel Holley carburetors, is a mere 355 at 5400 rpm. Don't believe it. Although we couldn't get anyone to come right out and say so, the very strict insurance and licensing laws concerning overpowered vehicles might have prompted ol' shrewd Shel to under-rate the GT 500's power. It feels more like 400 hp, and probably is. The torque is listed at 420 lbs./ft. but that too is highly questionable.

Two transmissions are offered, the 4-speed manual, or a Shelby modi-

fied Ford Cruise-o-Matic. Our test car had the 4-speed, but we would prefer the automatic for day to day driving. The manual box is fine for emulating your favorite road racing hero, but the stiff shift linkage is less than a joy in slow traffic.

There is also the problem of keeping the revs down . . . to keep the noise down . . . to keep the police down . . . in the car that Shel built. If there's one thing a GT 500 really doesn't need it's loud mufflers—unfortunately that's just what it has. At anything over 3500 rpm the car sounds like a column of Panzer tanks grinding over the French Hedgerows (Shelby engineers pointed out that our car was a prototype and production models are expected to be quieter).

It's obvious that the interior of the GT 500 has been designed by a driver. Aside from one or two lapses everything is right where you want it and can get it. Included is a fully race worthy rollbar (that can pass SCCA inspection) and complete instrumentation. The rollbar crosses the roof about 12 inches behind the driver's head and is fully padded and incorporated into the headliner. Thanks to its design, access to the front and rear seats is not impeded and the only lost space is some rear seat thigh room. Mounted on the rollbar were optional shoulder harnesses on retractable spools. They're located directly behind the front seats and attach to the wide standard

seat belts. The 140-mph speedometer and matching 8000-rpm tach are located directly in front of the driver and both are well marked and large enough to be easily read. The oil pressure gauge, ammeter and auxiliary gauges are low-mounted in the center of the dashboard and while not as readable as the tach/speedo arrangement, they too are fairly legible.

Unfortunately the GT 500 suffers from some of the Mustang's seating maladies, as the seats are the same as used in the standard Mustang. Although the Shelby-American wood-rimmed steering wheel is better positioned it's so big and wide that it *still* is uncomfortably close to the driver's right thigh. Power assisted steering is standard on the GT 500 and it greatly eases the burdens of handling the car in slow or moderate traffic.

Shelby's GT series cars, beginning in 1965 with the GT 350, have all been noted for better than average handling. The GT 500 is the best so far. Almost all the Mustang suspension components have been thrown out in favor of modified Galaxie units. While the ride is not particularly comfortable, it's stable and predictable. Up in the front a 0.94-in. anti-sway bar is fitted along with special high-rate springs and Gabriel adjustable shocks made to Shelby's specifications. In addition, the front suspension mounts are prevented from excessive flexing by a tubular brace which runs transversely through the engine compartment. High-rate springs and Gabriel shocks are also used in the rear—along with the larger Galaxie differential and housing (ring gear diameter is 9.3-in. as opposed to the conventional 9.0-in.).

Considering that this car is not meant for 1) little old ladies (unless from Pasadena), 2) little old men, 3) suburbanites that simply want a "sports car", 4) Ralph Nader, it should do very well in its select market. It's fast enough to favorably compete with anything Detroit produces, it's competitively priced and it has the handling and braking to make it as safe and as predictable as the man behind the wheel. Finally, its appeal is limited to people who *should* be capable of driving it correctly (enthusiasts who want neck-snapping performance in a distinctive, good-handling package).

The GT 500 is a unique vehicle, and the general public will not go for it. But never mind all that; Shelby intends to produce only 4000 copies this year, and we go for it. Now, will all enthusiasts please stand up. . . .

## SHELBY AMERICAN GT 500

**Manufacturer:** Shelby American, Inc.  
6501 West Imperial Hwy.  
Los Angeles, Calif. 90009  
**Price as Tested:** \$4600

### ENGINE

Water-cooled V-8, cast iron block, 5 main bearings  
Bore x stroke . . . 4.13 x 3.98 in, 104.8 x 101.2 mm  
Displacement . . . 4.28 cu. in, 7016 cc  
Compression ratio . . . 10.5 to one  
Carburetion . . . 2 x 4-bbl Holley  
Valve gear . . . Pushrod operated overhead valves, hydraulic lifters  
Power (SAE) . . . 355 bhp @ 5400 rpm  
Torque . . . 420 lbs-ft @ 3200 rpm  
Specific power output . . . 0.83 bhp per cu. in, 50.6 bhp per liter  
Mileage . . . 9-12 mpg on premium fuel  
Range on 17-gallon tank . . . 153-204 miles

### DRIVE TRAIN

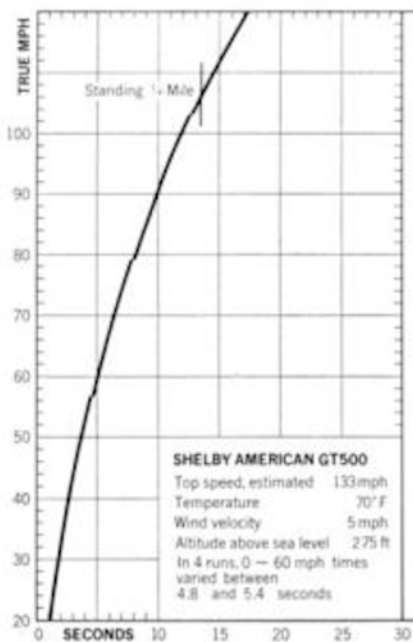
Clutch . . . 11.5-inch single dry plate  
Transmission, 4-speed manual, all synchromesh  
Mph/1000 Max  
Gear Ratio Overall rpm mph  
Rev 2.32 8.12 —9.5 —57  
1st 2.32 8.12 9.5 —57  
2nd 1.69 5.91 13.0 78  
3rd 1.29 4.51 17.0 102  
4th 1.00 3.50 22.0 133  
Final drive ratio . . . 3.50 to one

### CHASSIS

Wheelbase . . . 108.0 in  
Track . . . F: 58.0 R: 58.0 in  
Length . . . 186.6 in  
Width . . . 70.9 in  
Height . . . 51.6 in  
Curb Weight . . . 3286 lbs  
Test Weight . . . 3592 lbs  
Weight distribution front/rear . . . 59.4/41.0%  
Suspension F: Ind.; upper wishbones, lower control arm with drag strut, coil springs, anti-sway bar  
R: Rigid axle, semi-elliptic leaf springs, rubber rebound dampers  
Brakes . . . 11.3-in vented discs F, 10-in drums rear, 376.0 sq in swept area  
Steering . . . Recirculating ball  
Turns, lock to lock . . . 4.0  
Turning circle . . . 37 ft.  
Tires and wheels . . . Goodyear E70-15 Speedway 350, on 7.0J rim

### ACCELERATION

Zero To	Seconds
40 mph	2.8
50 "	3.7
60 "	4.8
70 "	6.4
80 "	7.8
90 "	9.8
100 "	12.0
110 "	14.5
Standing 1/4-mile	106 mph in 13.6



## CHECK LIST

### ENGINE

Starting . . . Very Good  
Response . . . Excellent  
Noise . . . Fair  
Vibration . . . Very Good

### DRIVE TRAIN

Clutch Action . . . Very Good  
Transmission Linkage . . . Excellent  
Synchromesh Action . . . Excellent  
Power-To-Ground  
Transmission . . . Very Good

### BRAKES

Response . . . Very Good  
Pedal Pressure . . . Fair  
Fade Resistance . . . Excellent  
Smoothness . . . Very Good  
Directional Stability . . . Excellent

### STEERING

Response . . . Very Good  
Accuracy . . . Very Good  
Feedback . . . Good  
Road Feel . . . Good

### SUSPENSION

Harshness Control . . . Poor  
Roll Stiffness . . . Excellent  
Tracking . . . Excellent  
Pitch Control . . . Very Good  
Shock Control . . . Very Good

### CONTROLS

Location . . . Good  
Relationship . . . Good  
Small Controls . . . Very Good

### INTERIOR

Visibility . . . Good  
Instrumentation . . . Excellent  
Lighting . . . Good  
Front Seating Comfort . . . Very Good  
Front Seating Room . . . Very Good  
Rear Seating Comfort . . . Very Good  
Rear Seating Room . . . Fair  
Storage Space . . . Poor  
Wind Noise . . . Fair  
Road Noise . . . Good

### WEATHER PROTECTION

Heater . . . Excellent  
Defroster . . . Excellent  
Ventilation . . . Good  
Weather Sealing . . . Very Good  
Windshield Wiper Action . . . Very Good

### QUALITY CONTROL

Materials, Exterior . . . Very Good  
Materials, Interior . . . Good  
Exterior Finish . . . Very Good  
Interior Finish . . . Very Good  
Hardware and Trim . . . Very Good

### GENERAL

Service Accessibility . . . Good  
Luggage Space . . . Fair  
Bumper Protection . . . Fair  
Exterior Lighting . . . Very Good  
Resistance to Crosswinds . . . Very Good

# Do you trust your wife?



You can — when she's driving a Shelby GT 350 or GT 500!

Performance cars? Emphatically —but in the Carroll Shelby tradition of *safe* performance.


That's why the Shelby GT 350 and GT 500 feature a competition-approved overhead safety bar, eye-level turn indicator and brake light, disc front brakes, wide-path nylon high-performance tires, modified suspension, adjustable shock absorbers and crisp 16-to-1 steering ratio. These safety and performance features are not found on other new cars, but are *standard* items on the GT 350 and 500. Power assist on steering and brakes, plus exclusive new shoulder harnesses, are low-cost options.

These great cars offer performance without temperament. The GT 350 features the Cobra V-8, Shelby-ized to produce 306 horsepower. The GT 500 is equipped with a street version of the 1966 LeMans winner's 428 cubic inch engine. So mannerly are these engines that heavy-duty automatic transmissions are available (four-speed, all-synchro manual transmissions are standard).

Exclusive, functional Shelby styling ices the cake . . . yet with all their goodies, these are the lowest-priced *true* GT cars you can buy.

Suddenly, everything you (and your wife) ever wanted in a car is here! See your Shelby dealer now.

## **SHELBY G.T.** *350 and 500* **The Road Cars**

Powered by 

Shelby American, Inc., 6501 West Imperial Highway, Los Angeles, Calif. 90009. Builders of the Cobra, Manufacturers of Cobra high performance parts and kits.