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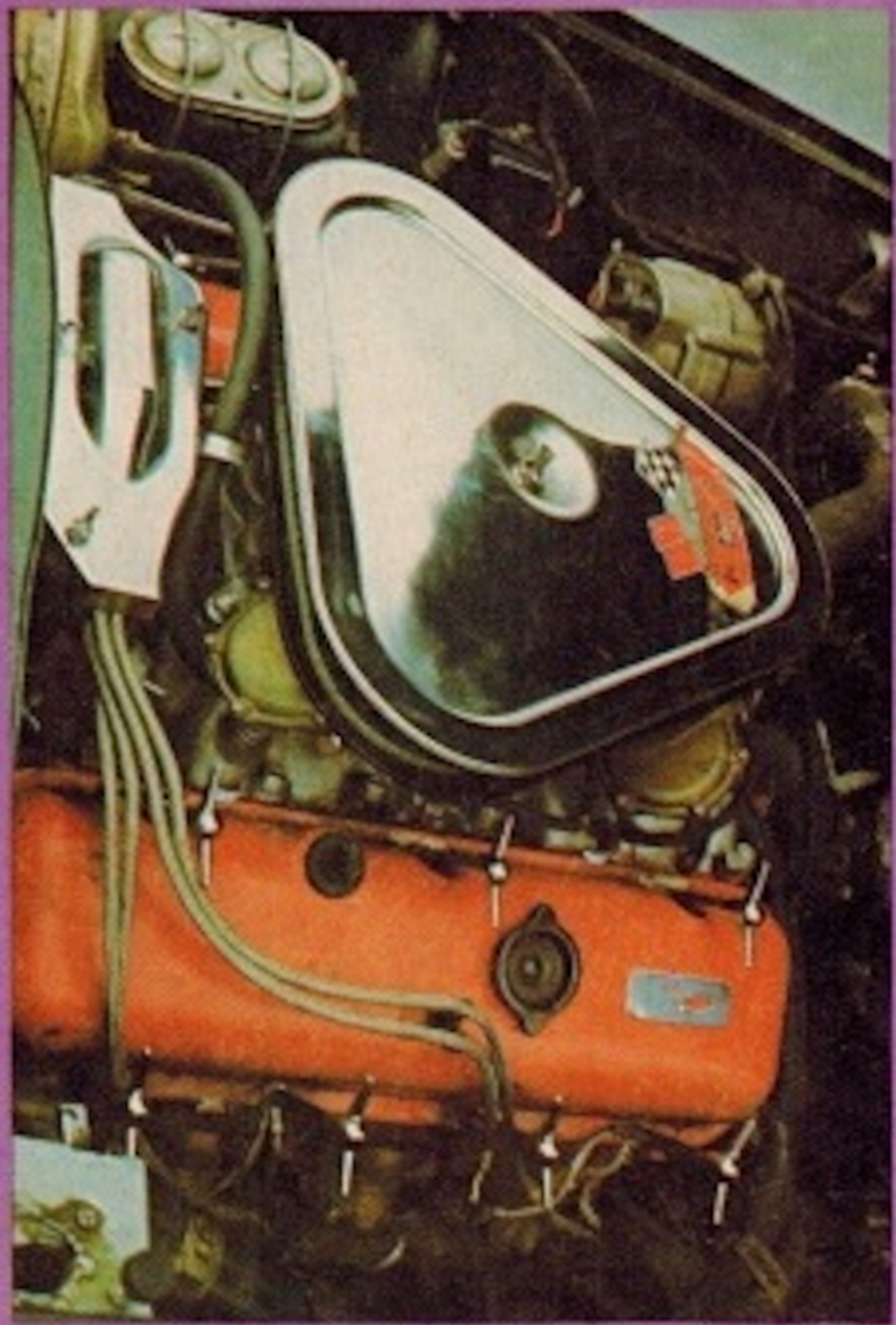
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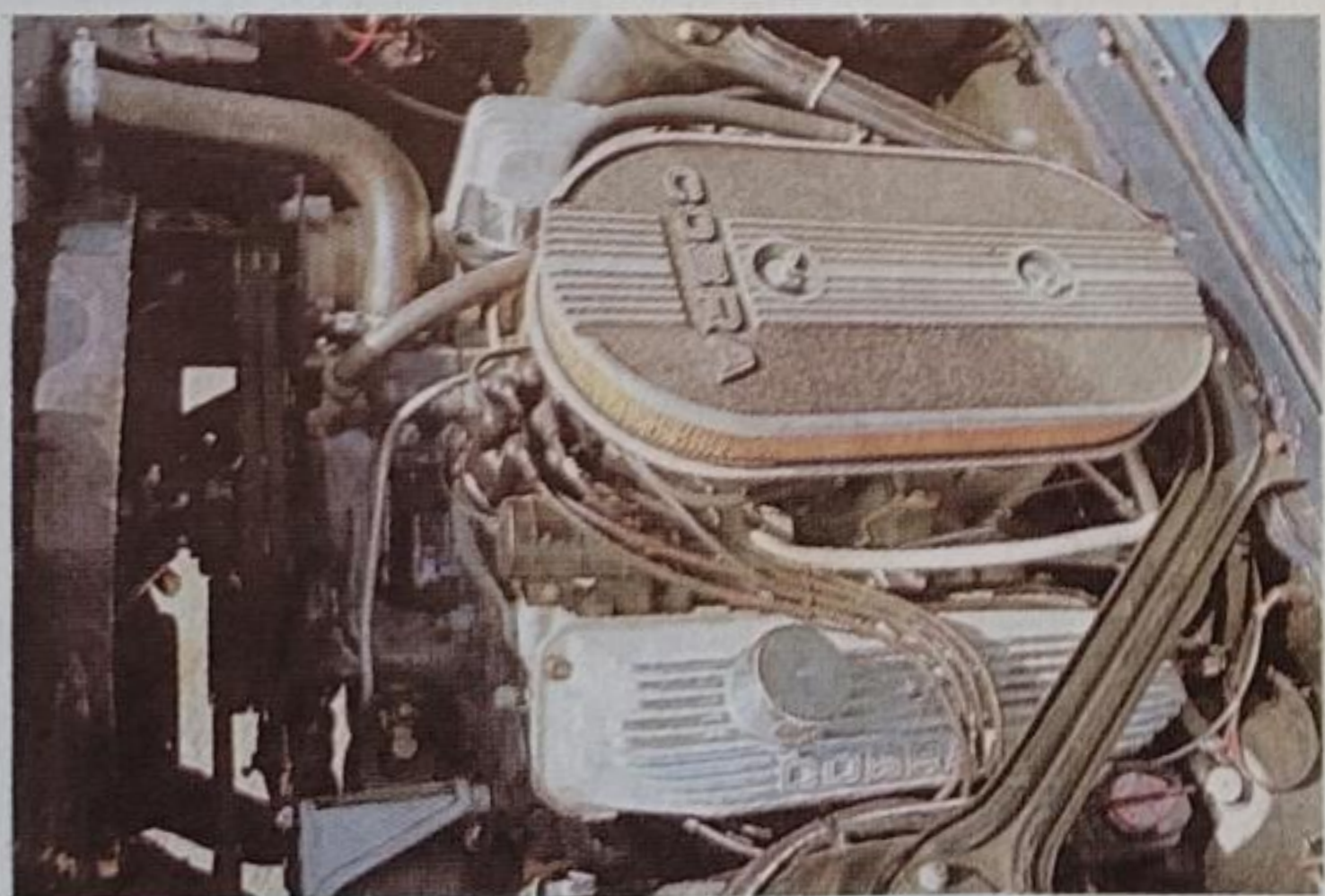
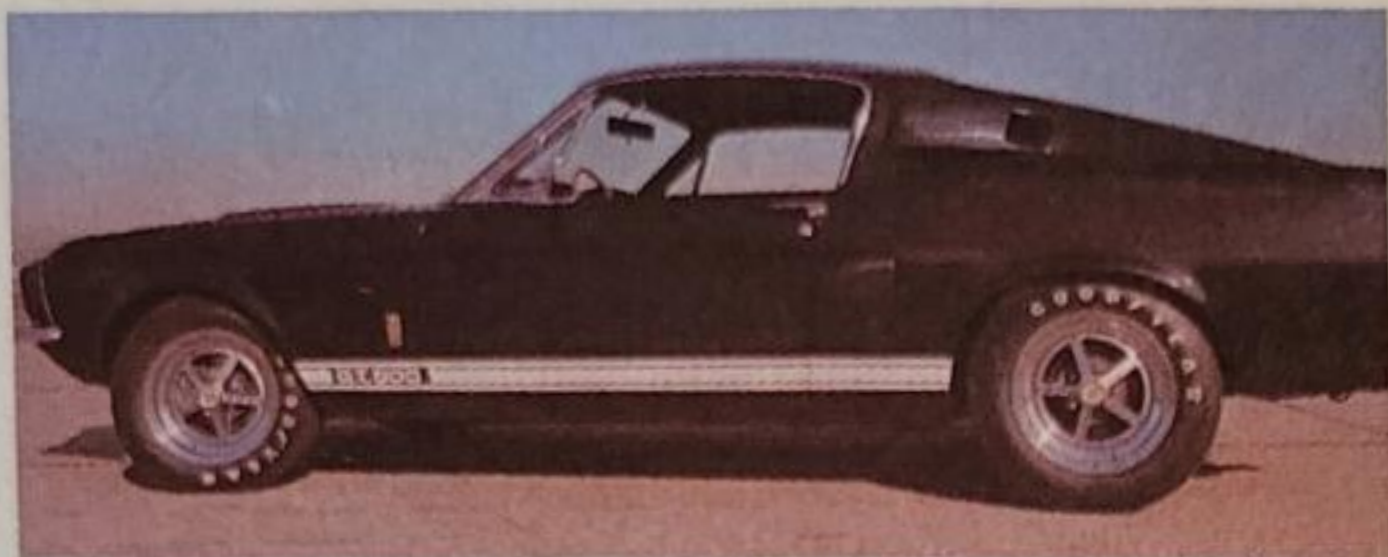
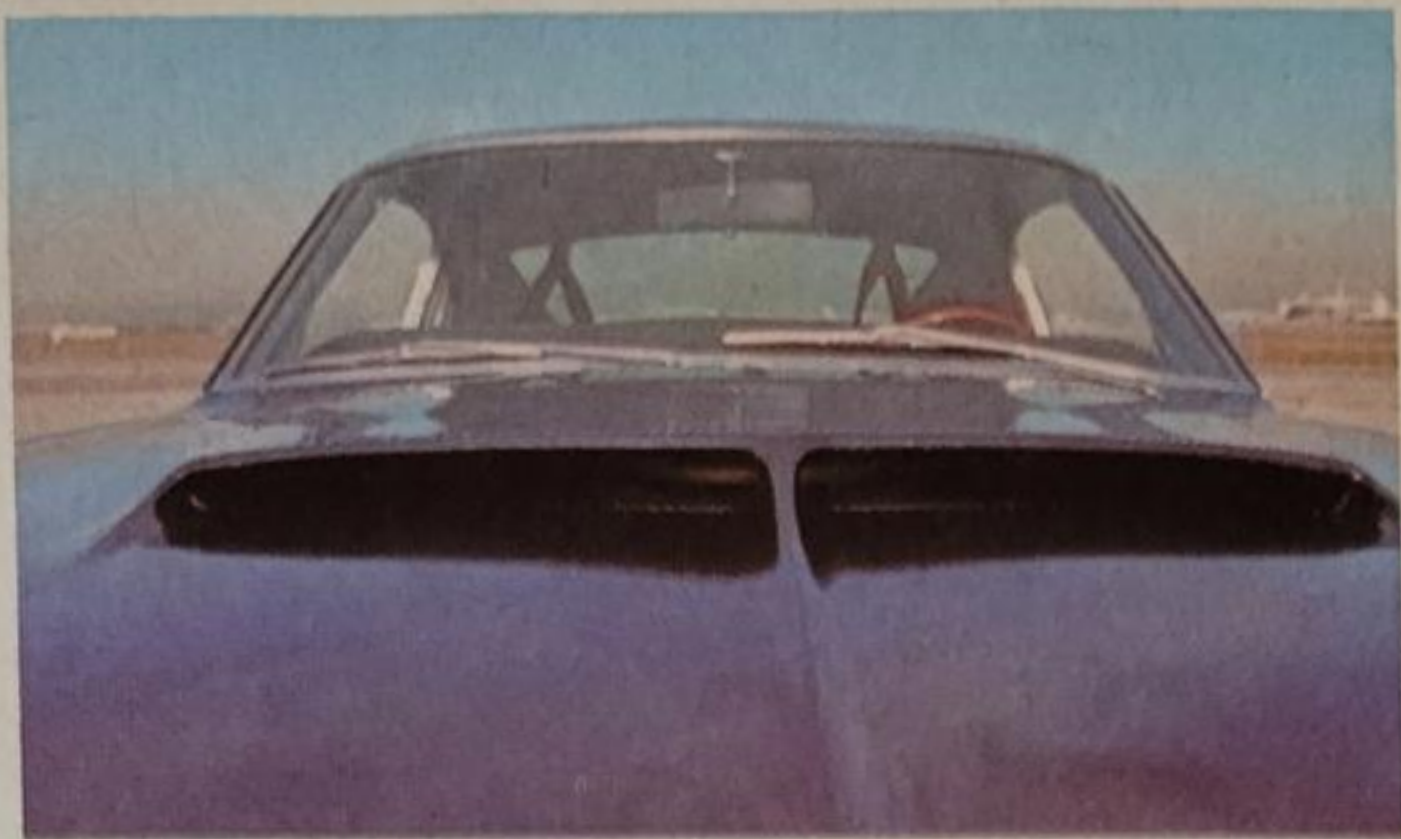
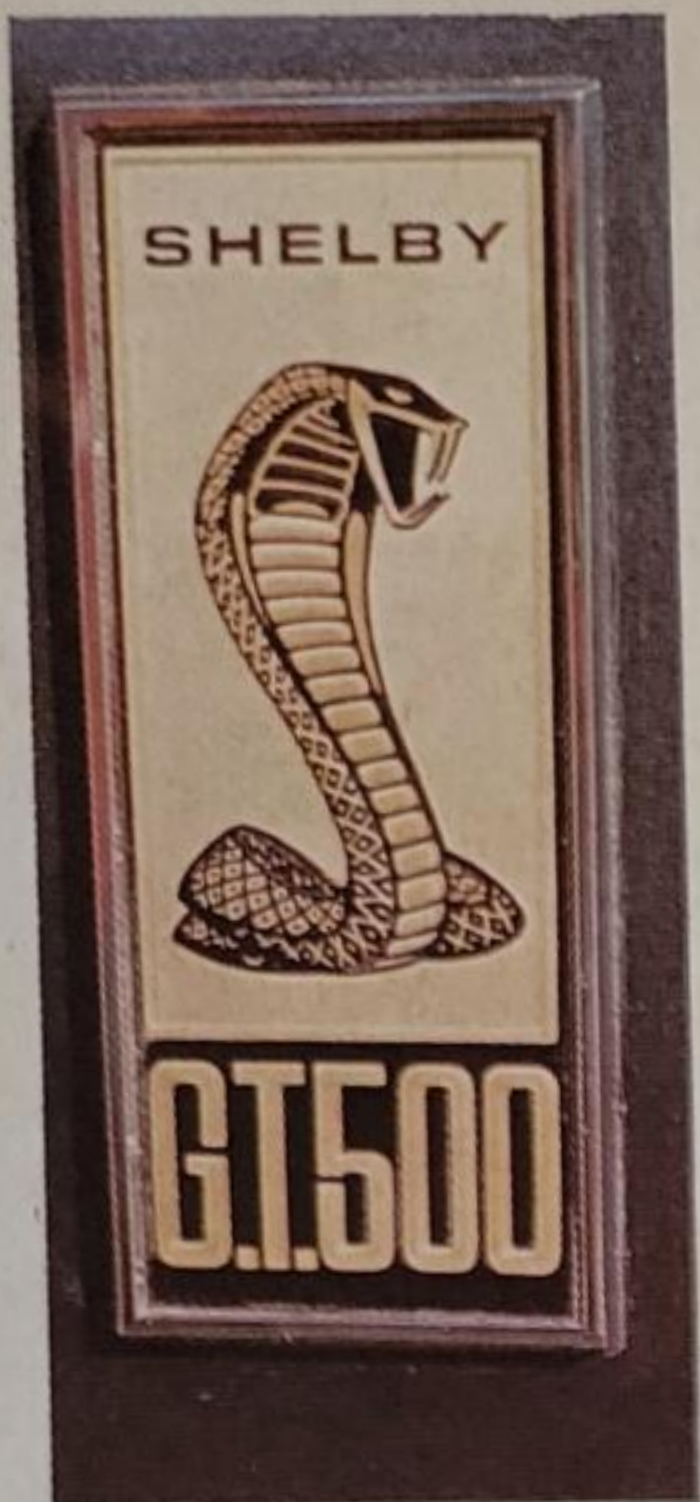
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MUSTANG
BOLT-ON PERFORMANCE GUIDE

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PORTRAIT OF AN
OVAL TRACK CHAMP



CAGEY CARROLL INJECTS A SEVEN-LITRE LOAD INTO FORD'S VENERABLE STALLION AND COMES UP WITH THE GRANDEST TOURING MUSTANG OF THEM ALL

BY MARTYN L. SCHORR

AS SOON AS Ford Motor Company carefully *leaked* word that Mustang's cubes would be up to 390 in 1967, it didn't take long for the "in crowd" to figure out that a Super Mustang was in the works for 1967½. Well, as usual the "in crowd" was right! The Super Mustang arrived a few months after the '67's were introduced, but the manufacturer's tags located in the engine compartment and on the door jambs didn't read Ford Motor Company, Dearborn, Michigan. Instead they carried the markings of Shelby American, Los Angeles, California. That's right, "Cagey Carroll" Shelby struck again!

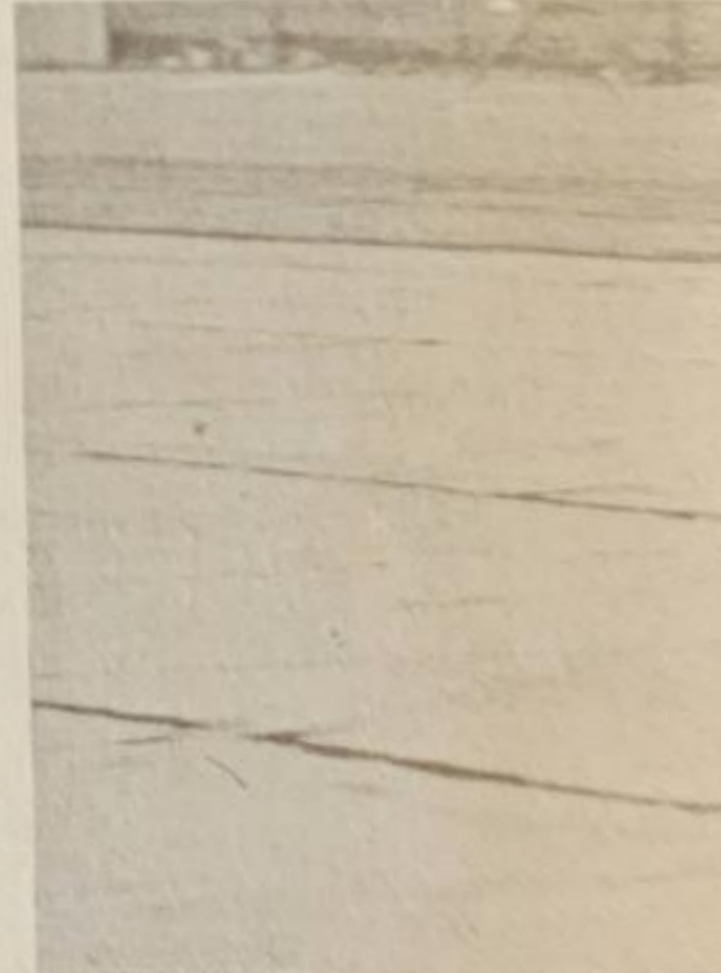
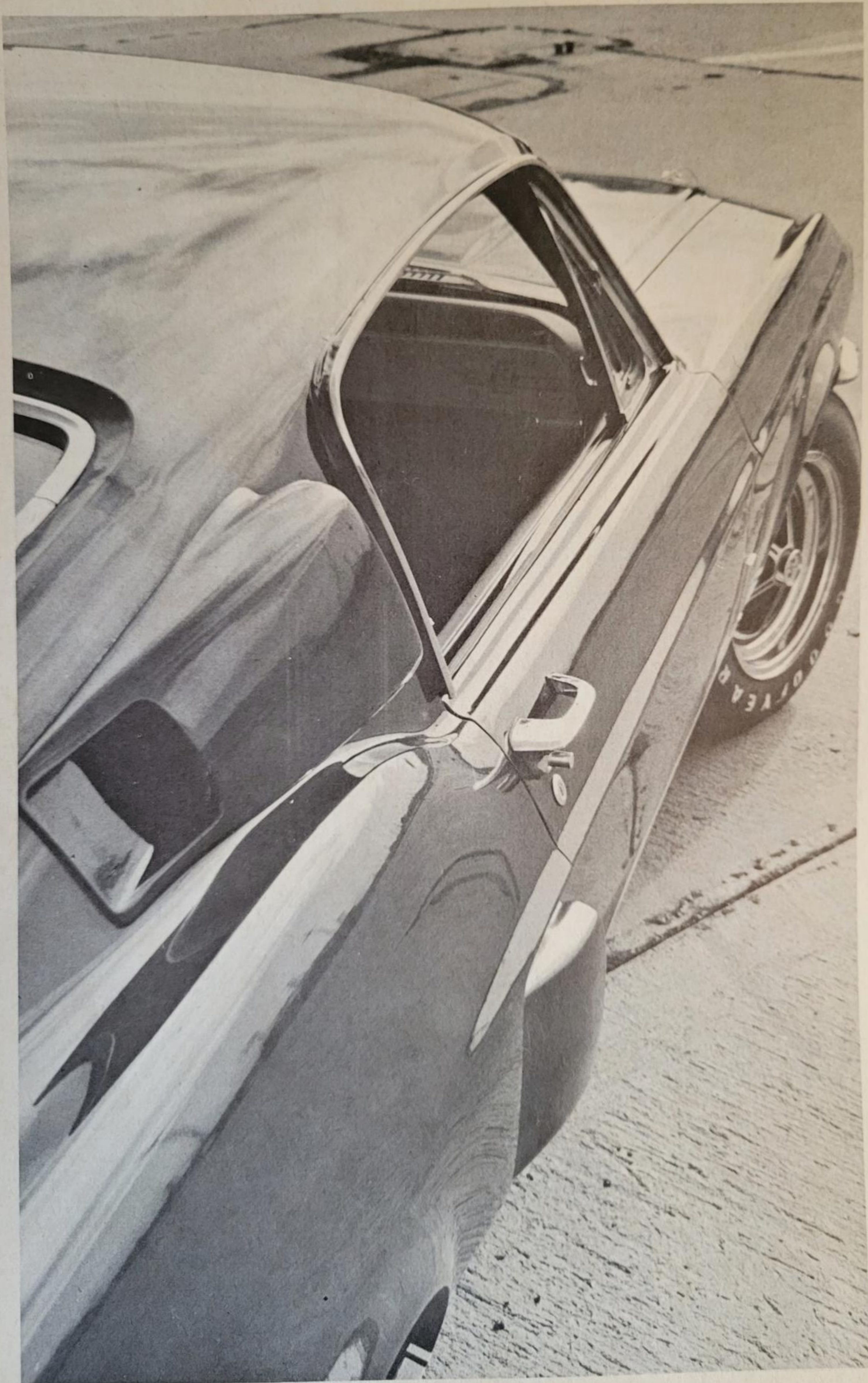
The Super Mustang, marketed under the status name of GT-500, is truly one of the most sensible cars of its type on the market today. It offers true GT performance (428 cubes), handling, styling and comfort—all at a reasonable tariff. For those who think that it is a simple matter to take a GT Mustang fastback and give the GT-500 treatment at home and save money by dropping the middleman, forget about it. All you would end up with would be an expensive butchered GT Mustang fastback. Nothing more, nothing less!

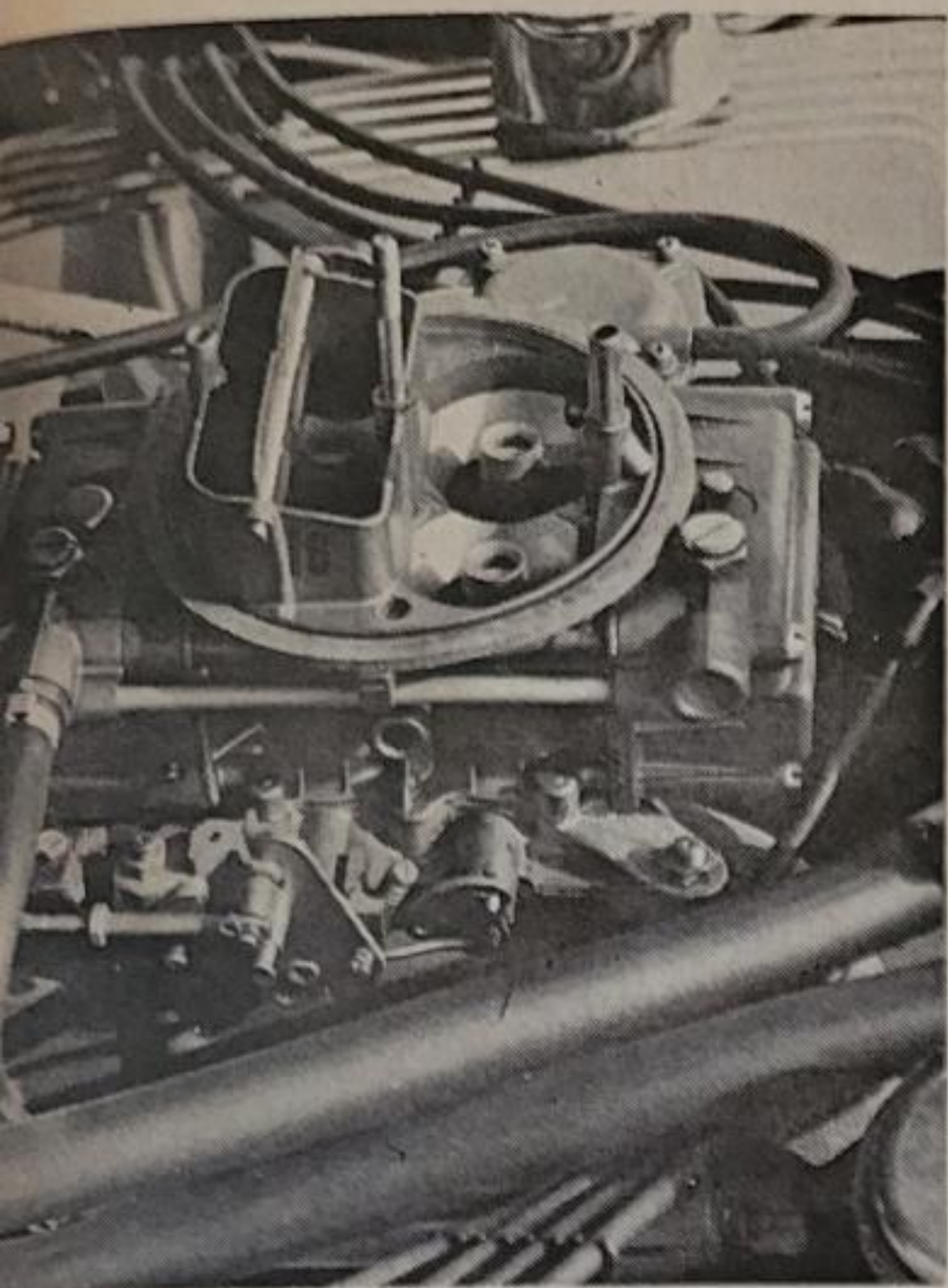
The current GT-500 is the latest of a line of Shelby-American supercars based on factory-stock Mustang fastbacks. The original GT-350 was a man's car! It was noisy, super-expensive, and rode like a buckboard. Shelby had to buy fully-assembled Mustangs from the San Jose, California, plant and perform all the modifications in his factory. The engine had to be re-carbureted with a quad setup and treated to another cam and tuned headers. Underneath, the shocks were traded in for Konis, the rear was beefed and Traction Masters were installed. By the time Shelby was finished he had a Mustang that listed out for Corvette "coins."

Now that Shelby's been around the manufacturing game for a couple of

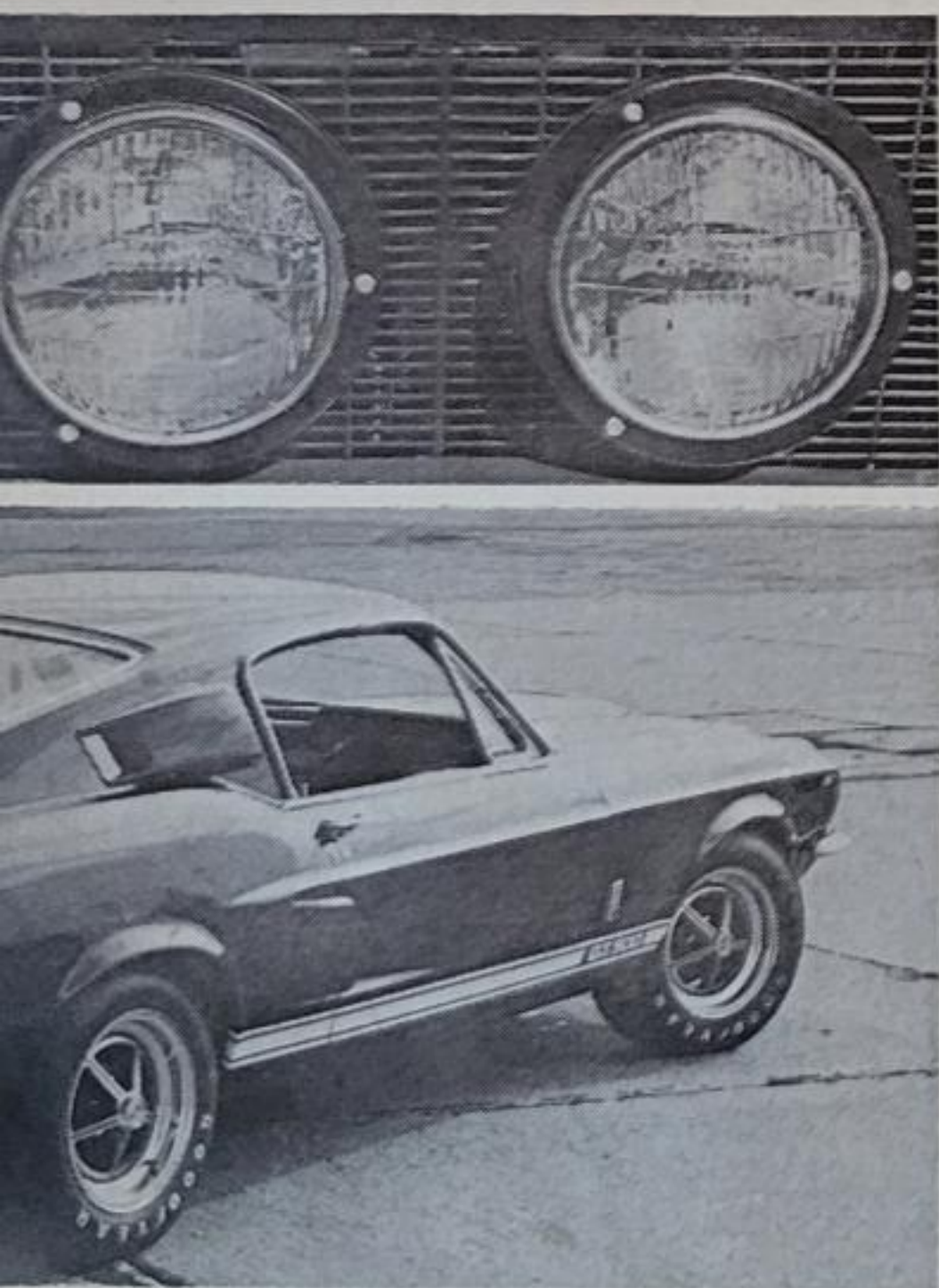
GT-500







Highly-functional styling and engineering modifications make the GT-500 the most outstanding car in its class. Scooped hood and Kamm-inspired deck lid are fiberglass bolt-ons. High-speed wide Goodyears are standard equipment, as are the front disc binders and functional side scoops. Mustang instrumentation is retained. Monster 428-cube mill sports dual quads, high rev cam.



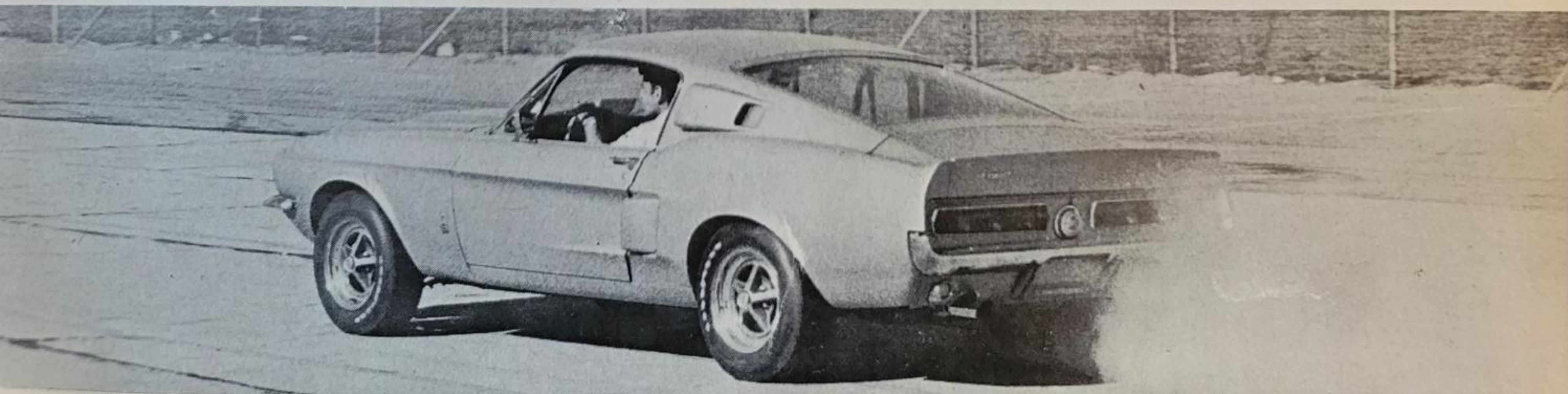
years, he's a lot wiser. The man who started out in bib overalls now flies around the country in his personal DC-3. His new 428-cube GT-500, which lists for \$4400, is probably *the* best buy in the limited-production specialty car field. If you have any doubts, check the price of a stock 390 GT Mustang fastback (loaded except for air conditioning) at your friendly Ford dealer!

What exactly is a GT-500? Before we tell you what it is we think it's only fair that you find out what it's not! The Shelby GT-500 is not a sports racing car and it's not a drag racing special. It's a genuine Grand Touring car for the mature buff who's looking for a performance vehicle that's unique in appearance and has that race car feel. It's not for the tire-screacher who runs for registrations at the Drive-In—not unless he wants to give up being a GT-500 driver in a hurry!

Besides the obvious styling features, the GT-500 boasts a *mucho grosso* 428-cubic-inch Cobra LeMans powerhouse. Cube-wise, it's the biggest mother going. Performance-wise it leaves something to be desired. Since Ford redesigned the '67 Mustang for styling reasons and so it would be able to hold a 390-cubic-inch engine between its shock towers, Shelby moved right in with a 428 super version. The engine in this car is not related in any way to engines used by Ford or Shelby American in the LeMans cars or, for that matter, in any *serious* race cars. The 428 is merely a big-bore and large-stroke version of the 390 and not a relative of the 427. Because of the torque characteristics of the 427 High Performance engines and the high cost, this engine would be a poor choice for the Shelby specialty 'Stang. Shelby designed this car for professionals and other executive-types, not members of the "run for registrations" set.

The 428 Ford, or Cobra LeMans engine, is used by Ford in its luxury liners and Police Pursuit cars and was beefed slightly for use in the Shelby cars. In fact, Shelby takes delivery of all his pre-GT-500 Mustangs with 428 engines already installed and simply adds finned aluminum valve covers and an air filter assembly. He supplies the local Mustang plant a 6000-rpm cam and hydraulic lifter kit and dual Holley 600 CFM quads on an aluminum manifold. They install the goodies in the engines and install the engines in Mustangs. Except for the image ornamentation (body hood and deck panels, extra lights, scoops, etc.) and the roll bar installation, Shelby's Mustangs come GT-ized right from the plant. Old Shel' has sure come a long way since the early GT-350 days!

It's interesting to note that there's nothing *fakey* about the GT-500,—everything works! The body styling or, should we say restyling, can be traced directly to the Shelby GT-40 and other genuine LeMans-type cars with Kamm treatments. We have not been able to evaluate whether or not the Kamm-styled rear deck lid (upswept trailing edge) has any effect on high speed directional stability and we really don't care. It looks boss and that's what counts in a car of this type. The upper and lower side scoops, however, are not merely storage bins for newspapers, parking tickets or refuse. They work! The uppers draw stale air from the interior which is ultra important if you're haulin' limburger cheese from the supermarket in the middle of the winter! The lowers help the rear drum binders keep their cool. Up front there's a hood-mounted windsplit-styled hood scoop, far more tasteful and less imposing than the current crop of bubble-dome scoops that have been turning up on super-personalized street machines. It allows fresh air to enter



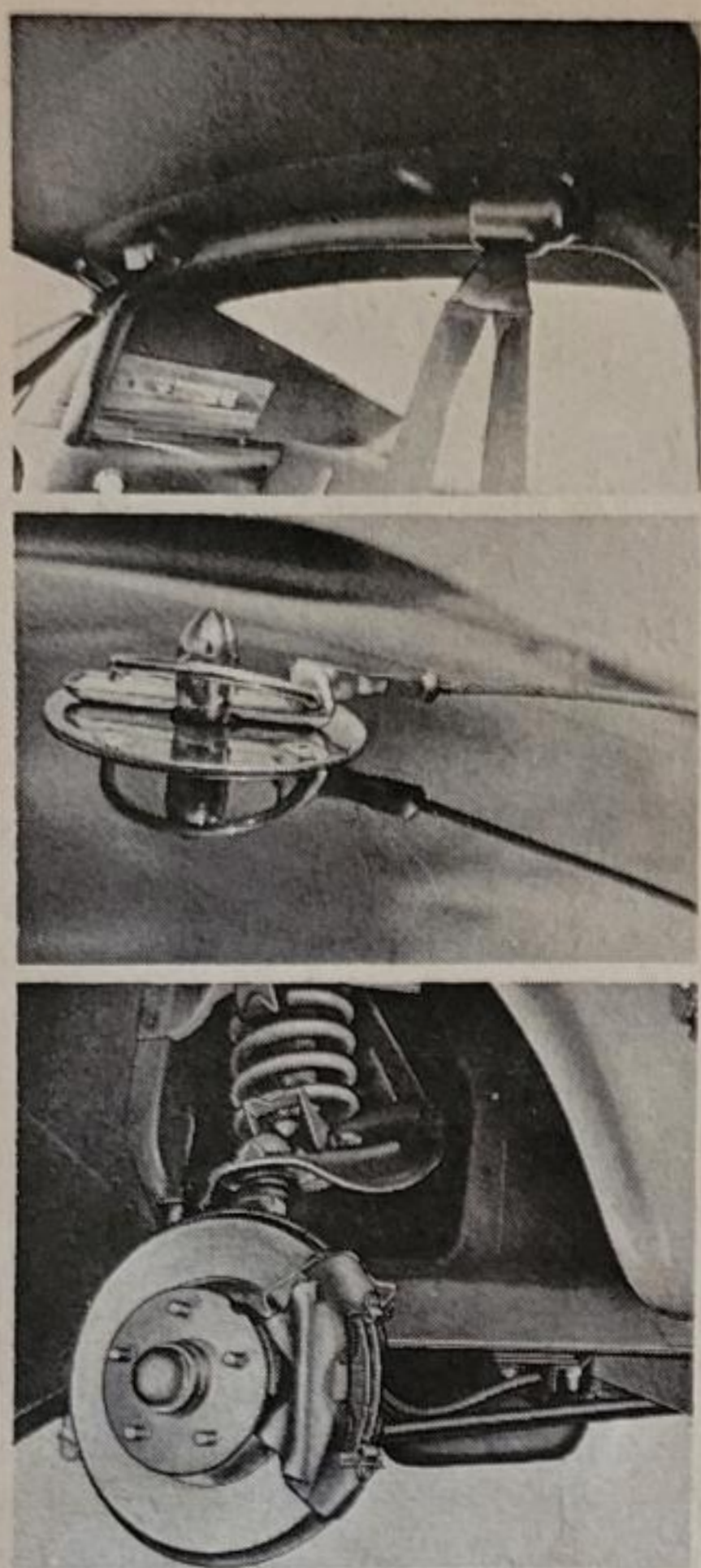
the big-cube mother's den, which is quite novel in this era of styling fakery.

If by now you regret buying a stock Mustang, eat your heart out—there's more coming! In order to keep costs down and still market a respectable handling vehicle, Shelby did away with the old traction bars, the noisy but super-efficient Detroit Automotive gear-type locking differential and the Koni shocks. The undercarriage of the GT-500 is decked out with a standard unlocked Ford big car rear end (Detroit locker available on special order at extra cost only) adjustable Gabriel shocks, a .94-inch front sway bar (gives a little more than the older 1-inch bridge support) and rubber rebound dampers which theoretically prevent axle and wheel hop under maximum acceleration conditions. Just for the record, we found it impossible to keep the rear wheels on the ground with the unlocked stock rear setup during banzai blasts. The rear end used

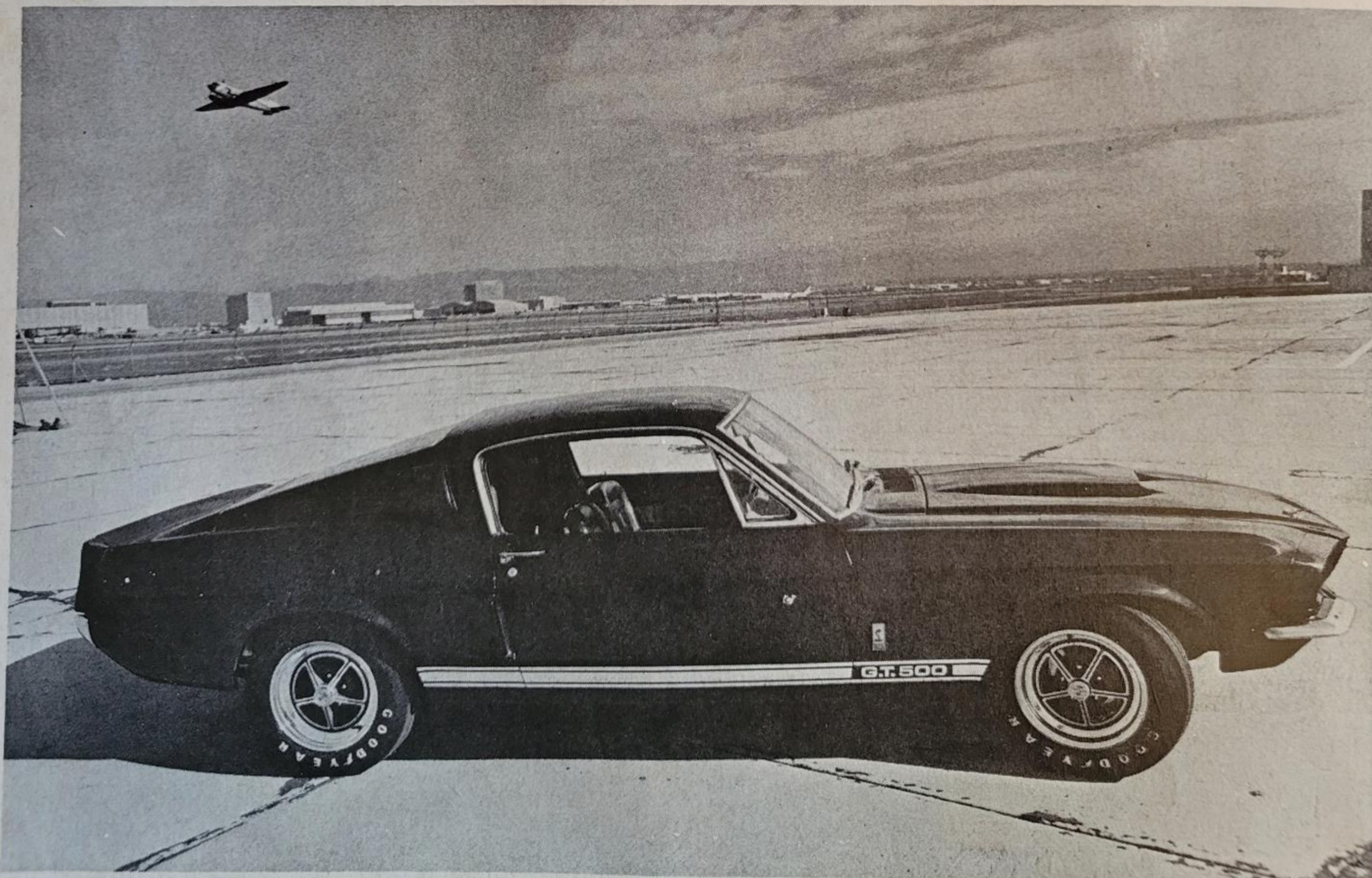
in the GT's carry 3.50 gearing when equipped with C-6 automatic shifter. The rear is of the straddle-mounted deep offset drive pinion design.

Considering the GT's weight and the 428 *load* planted on the front end, the GT-500 is a fine-handling machine under all conditions. This is due to the fact that the car was designed by sports car experts, not Detroit or, in this case, Dearborn marketing men. The steering is positive, quick, power-assisted (standard equipment) and affords the driver a full feel of the road. Steering is light but at no time do you wonder what's going on under the wheels. Also contributing to the car's agile handling qualities are the tires which were designed by Goodyear with the GT-500 in mind. Mounted on 15-inch steel-styled mag-type wheels these wide Goodyear Speedway 350 tires put a *tremendo* footprint on the road which

(Continued on page 77)



At \$4400, Shelby American's GT-500 is the buy of the year!



All GT-500's come through with NASCAR-styled hood locks, roll bar and front disc brakes with competition linings. Optional steel wheels are low-cost dress-up goodies, well worth the bread. Side scoops ventilate cockpit and rear drum brakes.

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The race ended with Jones enjoying a one-lap and 25-second lead, too much for even second-place stroker Norm Nelson to have the dimmest hope of victory.

For his effort, the first-place purse brought home some \$21,680.

Technically only seven cars actually finished the race.

Following Nelson in the third place spot was Paul Goldsmith. Then Don White, Jim Hylton, Bruce Worrell and Scotty Cain. Claiming eighth place was David Pearson; ninth, Mario Andretti; and in tenth, Charles Prickett.

So at the Fifth Annual, another non-NASCAR-type won. But as in the past, it was a NASCAR pit crew that contributed mightily to car and driver.

GT 500 continued

pays off in traction-plus under all but max-muscle banzai line-blasters.

After spending many miles behind the wheel of older GT-350's we actually cringed at the thought of brake testing the GT-500. We don't mean to say that the 350's were under-braked, just that you needed a genuine lead foot to apply the binders. Without power assist on the older cars you were lost. However, the '67 variety is a far tamer beast. Up front there are discs with competition linings, at the rear there are big drums cooled by the side scoops and under the pin-locked hood is a power-booster unit. Pedal feel is so-so, but care must be exercised so as not to lock up the wheels.

The GT-500's we drove were all brand-new, non-broken-in models, so it would be unfair to evaluate the 500's performance potential. Shelby rates the 428 engine at 355 hp at 5400 rpm and 420 foot/pounds of torque at 3200 rpm, and claims that the cam is good

(Continued on Page 79)

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(Continued from Page 77)

for 6000-plus rpm float-free performance. We were not able to pull more than 5500 rpm before that telltale sound warned us to back off. A well-tuned, four-speed model should go to 60 mph from a standing start in 7 seconds flat and the full quarter in the mid 14's with a trap speed of approximately 100 mph. Not outstanding, but quicker and faster than any factory-built 390 Mustang.

The overall finish of the GT-500 is very good considering that Shelby has to paint the fiberglass body panels to match the original finish of the car—including the stock Ford "orange peel." The Borg-Warner-stamped panels are of very high quality and fit as well as the original factory steel panels.

The interior is stock Mustang except for the addition of a very good roll bar, comfortable wood wheel and, if you pay extra, a console, extra gauges and inertia-control shoulder harness fittings (allow complete freedom of movement with shoulder belts on) and a folding rear seat. Other extra-cost options include a radio, air conditioning, auto trans (Ford's excellent dial-a-win style (beefed) C-6 three-speed), Detroit Auto limited-slip and mag-styled wheels. For the race car buff there are other suspension goodies that will be installed on special order only.

A fully-loaded GT-500 with AC and the works tags out at less than \$5200. If you don't think this is reasonable, check the cost of a similarly-loaded GT Mustang or a basic 427 Corvette. If you want to save a few bucks and don't mind listening to high revs and solid lifters, check out the new GT-350. It differs from the 500 only in engine displacement, as the 350 is powered by a 306-hp 289 Cobra mill.

And best of all, the GT's power-trains carry a 12 month/12,000-mile warranty, not the usual 5&50 (five minutes or 50,000 miles—whichever comes first!) which comes with some of the new-breed privately re-manufactured sportsters.

427 SEMI-HEMI continued

ard 535 Ramcharger-type) which comes from the factory pre-cut was installed and an advance curve was set up for 38-40 degrees total. This works well with Sunoco 260 fuel and the cam timing of the optional gear stick. Completing the spark package are Champion N-10Y extended core plugs gapped to .025-inch.

The car was again checked on the dyno and everything checked out A-OK with the valves re-adjusted (hot)

to .020/.024 inches and the stock carb jetting retained. Everyone was impressed with the stock tri-power setup and nothing was altered except for the installation of lightened diaphragm springs in the end carbs which allow the flaps to open quicker.

After power-timing on the dyno the car was road tested to determine the true value of the job. The car acted as if the tank was filled with nitro and a blower was added under the hood. Even with 3.55 rear gears the Corvette leaped out of the hole and pulled strong to 8000 rpm. Since a steady diet of 8000 rpm is not recommended for a factory-balanced and clearanced engine, we kept the shifts 7500. There was a tremendous increase in power from bottom to top and it was hard to believe that the car was just a slight bit noiser than stock. It just didn't behave like a race car under normal conditions, yet it had enough reserve power to polish off most anything on the street. All that was needed for "King of the Drive-In" honors was a good set of rear gears.

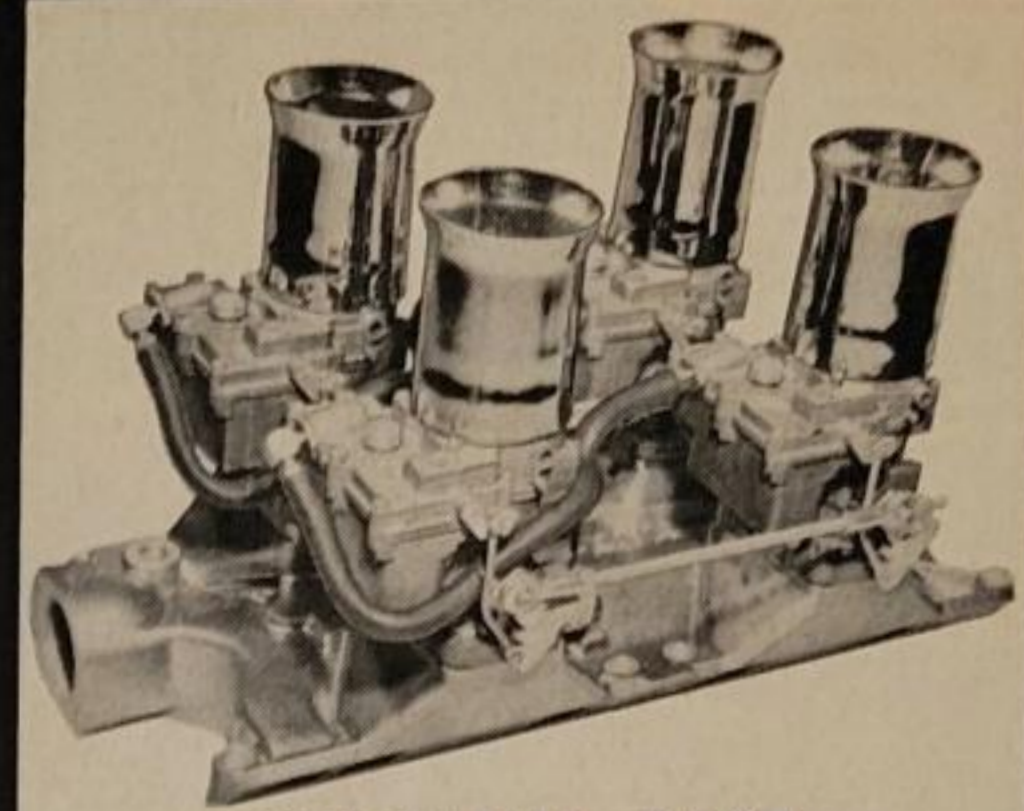
We didn't have a chance to run time trials on the car, but we did see some time slips on a duplicate of Zarinski's car. Running the same setup except for 4.88-to-1 gears, this Sting Ray ran consistent 11.50-second 122-125 mph trap speeds.

Besides the optional Chevy equipment mentioned here there's a full line of engine and drivetrain goodies available at reasonable factory prices for the big-block motors and cars. There's even an L-88 427 engine which comes stock with aluminum heads, big valves, shot-peened rods, special crank and a machined-out high-riser manifold with a specially-jetted 850 CFM Holley. Times recorded with an L-88 Corvette prove that it's good for 10.90's with a pro driver and big-bite slicks. All these goodies are available for turning any big-block Chevy product into an ultimate supercar. Just check with Motion!

427 COBRA continued

for street service. There's little or no trunk space, the body's all aluminum and the windows are of the side-curtain bolt-on variety. Its 90-inch chassis is of tubular steel construction and looks very similar to the setups used on track-only drag machines. Front and rear suspensions are sophisticated for a street machine and offer pin-point accurate control under all conditions, including full throttle takeoffs. Both front and rear suspensions are of independent design and do a pretty good

(Continued on Page 80)



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