

DECEMBER 1966

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Popular Science

MONTHLY

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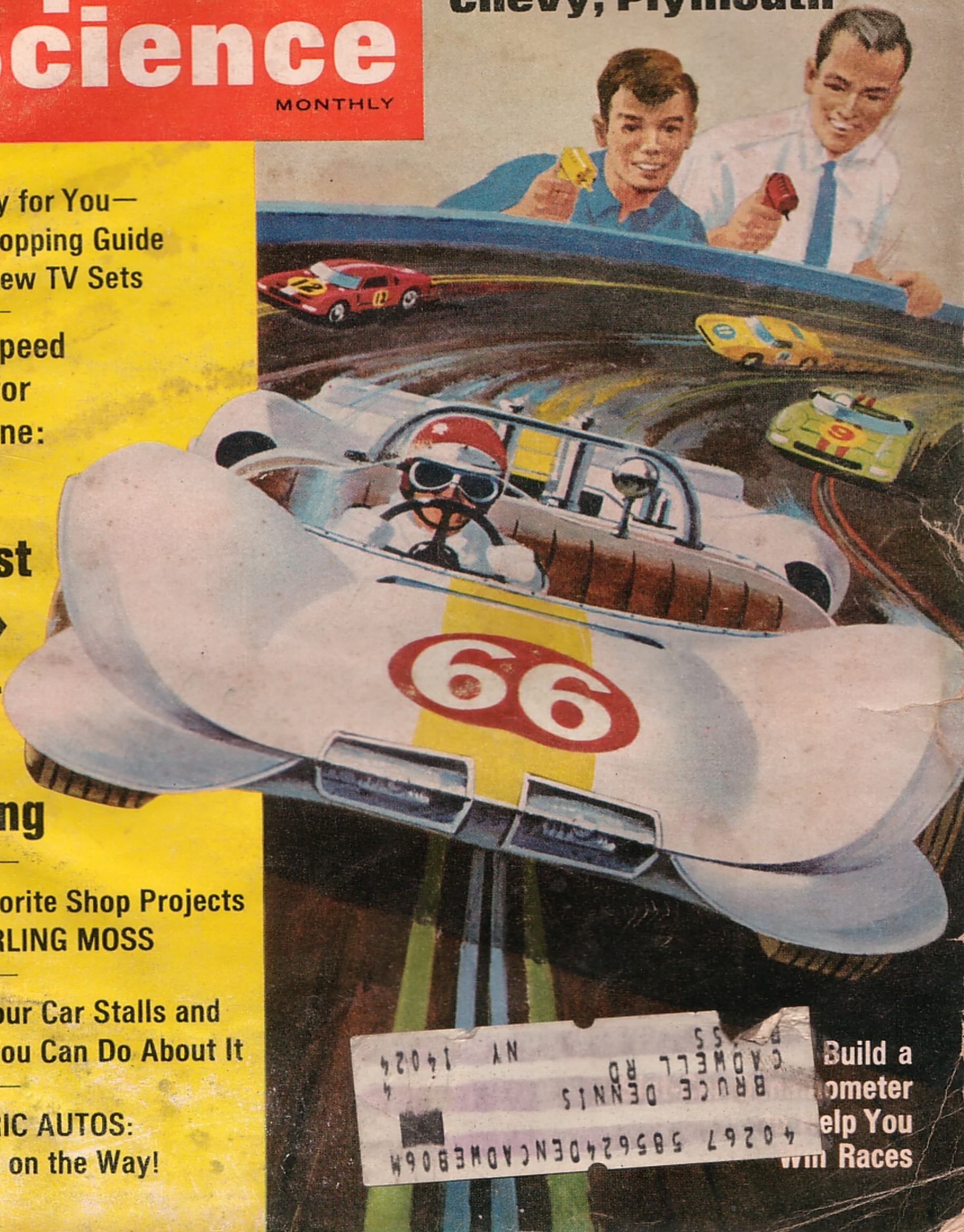
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Shelby's Tiger in Mustang Clothing

Race-car modifications turned the '66 Mustang into a tiger. For '67, Shelby adds more growl

Last year a souped-up Ford Mustang called the Shelby GT 350 was all the talk around the cracker barrel at the village store, partly because the Hertz rent-a-car people bought a passel of them. Well, there's news: Carroll Shelby, the West Coast guy who does all this modifying, has upped the ante on his '67 Mustang.

Last year the reworked Mustang coughed up a whopping 306 hp. For the new model year, it's even whoppier—producing 355 hp. Will Hertz put you in the driver's seat of *this* thing?

The new Shelby colt is known as the GT (Gran Turismo) 500.

Shelby tailors the suspension system to the buyer's needs, be it drag-strip use,

sports-car racing, or street driving, by changing springs, shock absorbers, stabilizer bar, and suspension geometry. The steering gear is the "quickest" that Ford offers in the Mustang with power assist.

The tires are speed-rated at 160 m.p.h.

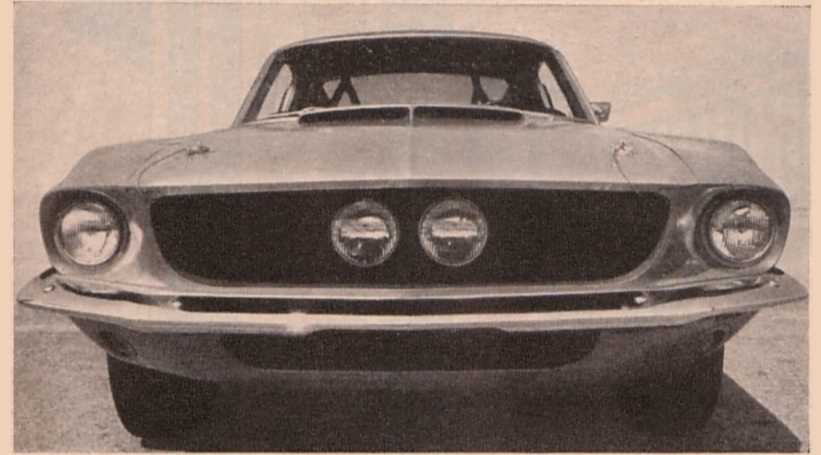
The car has enormous front disk brakes, fitted with special heavy-duty pad material for long life. Rear brakes are drums. The body has special air ducts to cool them.

Acceleration, zero to 60 m.p.h., is 5.4 seconds, and that's no misprint. The car covers the standing quarter-mile, a test dear to the hearts of the jet set, in 13.5 seconds, with a terminal speed of 106.

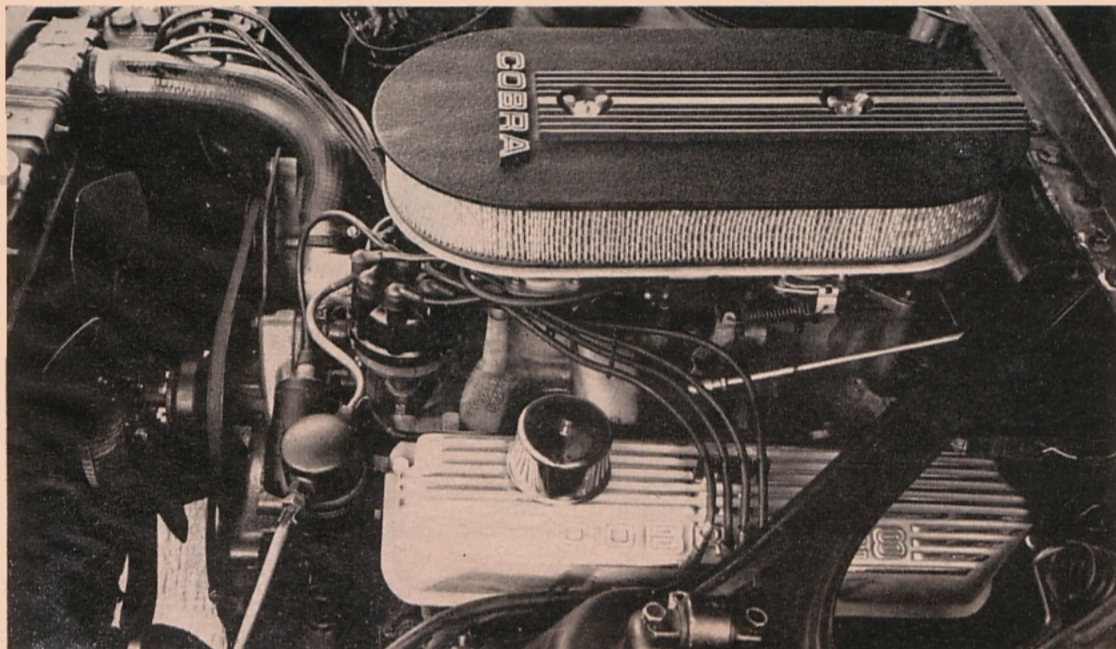
The rear deck features a genuine "spoiler," like those used in professional racing cars. A spoiler is a thing that juts up and separates air flow to keep the sheet metal from creating lift like the top surface of an airplane wing. That's to keep the rear of the car glued to the road and increase high-speed stability.—Gordon Chittenden.



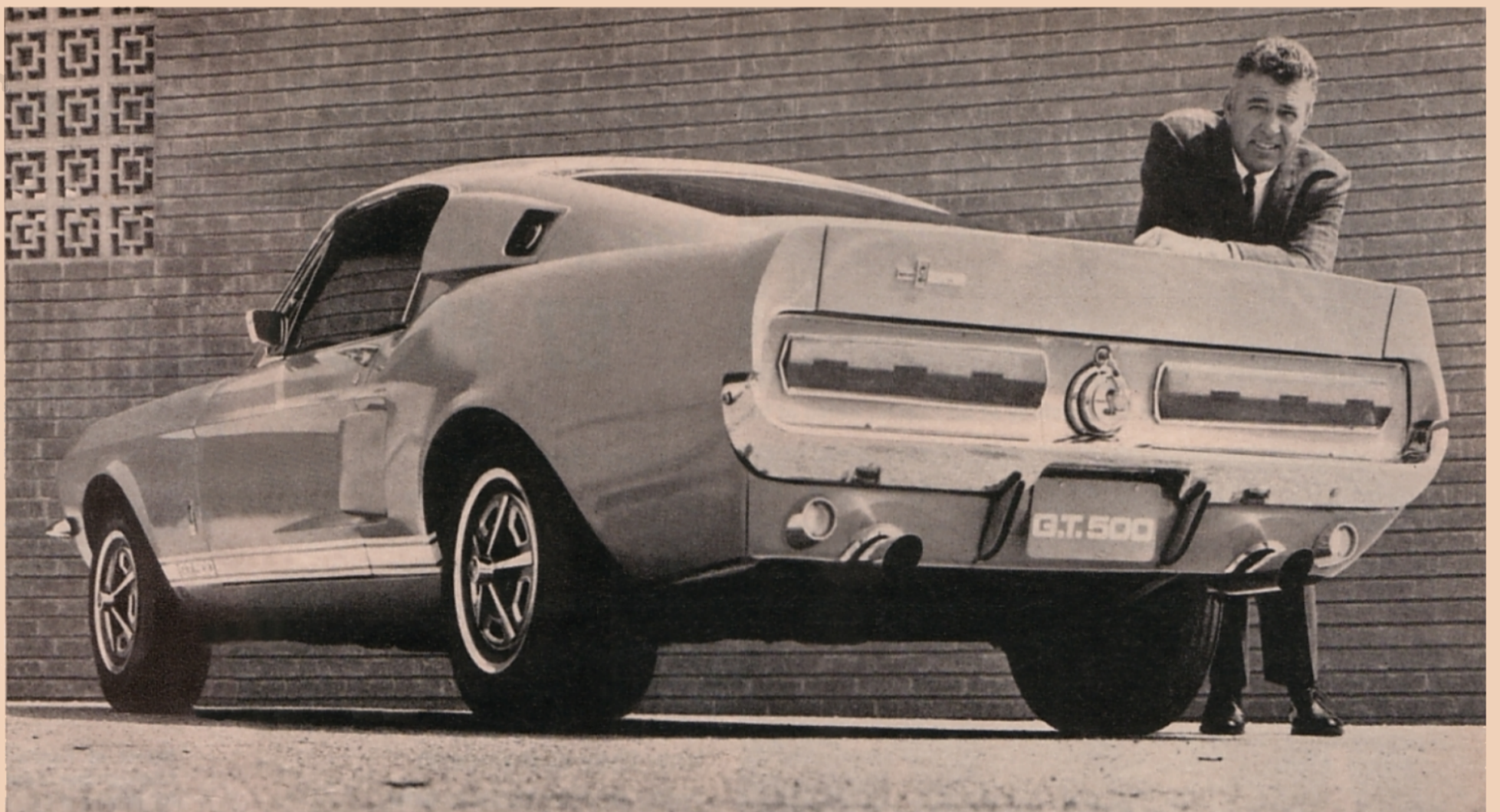
Performance of car is fantastic—considering it started life as a Falcon.



Fiberglass hood has functional air scoop; open grille sports four lamps.



Engine is **hotted-up** 428-cubic-inch Ford V-8 with dual four-barrel carburetors. It's the torque—420 pounds-feet at 3,200 r.p.m.—that gives it its staggering performance. Crankshaft turns at 5,400 r.p.m. for maximum horsepower. Four-speed manual transmission has closely spaced ratios—2.32:1 in first gear, 1.69 in second, 1.29 in third, and top, direct. Heavy-duty Ford automatic transmission is also available. Axle ratios are 3.5:1 with manual, 3.25 with automatic. Limited-slip differential is optional. Bolt-on wheels are wide-rim 6.5-inch chrome steel, carry Goodyear Speedway 350 tires.



The man at the stern of the Mustang GT 500 is Cobra-originator Carroll Shelby, who has given it a true race-car identity.