

# 427 CAMARO VS 428 MUSTANG

AUGUST PDC 50c

# **SPEED** *and SUPERCAR*

ALUMINUM HEADS FOR THE  
**427 CORVETTE**  
**PONTIAC**  
GRAND PRIX TEST



**427  
CAMARO**



**GT-500 428 MUSTANG**

**SHELBY**  
**289 ENGINE**  
BUILDING  
SECRETS!

ShelbyResearch

# 428 MUSTANG

## 'MOST IMAGE-PER-BUCK ON THE MARKET'

A sophisticated stallion for the buyer who's looking for a genuine GT with a domestic special car sticker!

FOR MANY YEARS the mystical magical letters GT were used to identify imported iron capable of ultra-high touring speeds and boasting superior handling and construction qualities. These 14-Karat gold Grand Touring cars were out of the reach of the American buying public and soon became dream cars. A couple of years back, however, Detroit merchandising men, realizing the qualities of the letters GT, lowered the boom on dreamsville.

First came the GTO, followed by GT Fairlanes and Comets, GT Darts, and finally a GTX Plymouth. Detroit's answers to the European Grand Touring cars were weak ones, but they were just what the public was looking for. They were roomier and many thousands of dollars cheaper than the foreign versions and posed no problems in the parts-service field. Thus the supercar was born!

Now, however, there is a genuine

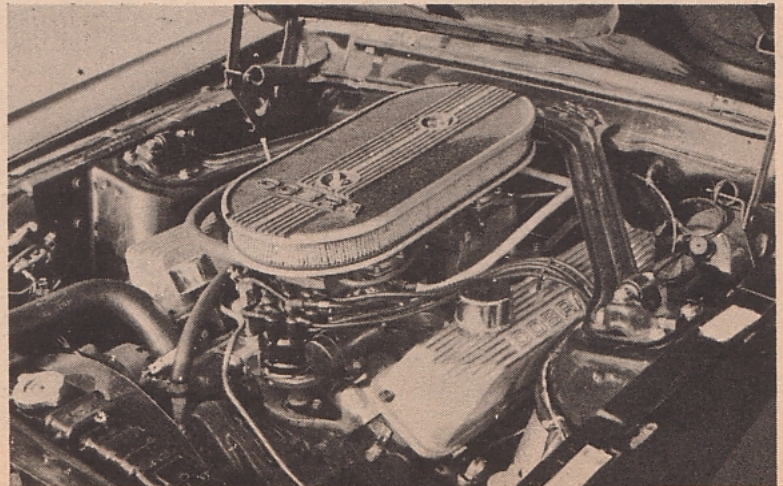
Grand Touring car built in this country and the price is still many thousands of dollars cheaper than the originals. The cars are not manufactured in the Motor City, but are packaged at the Los Angeles International Airport in California for distribution from coast to coast. The car is the GT-500 Shelby Mustang and it bears very little resemblance to the Henry-built Dearborn stallion. It's not a drag strip machine or a road racing car, but more of a

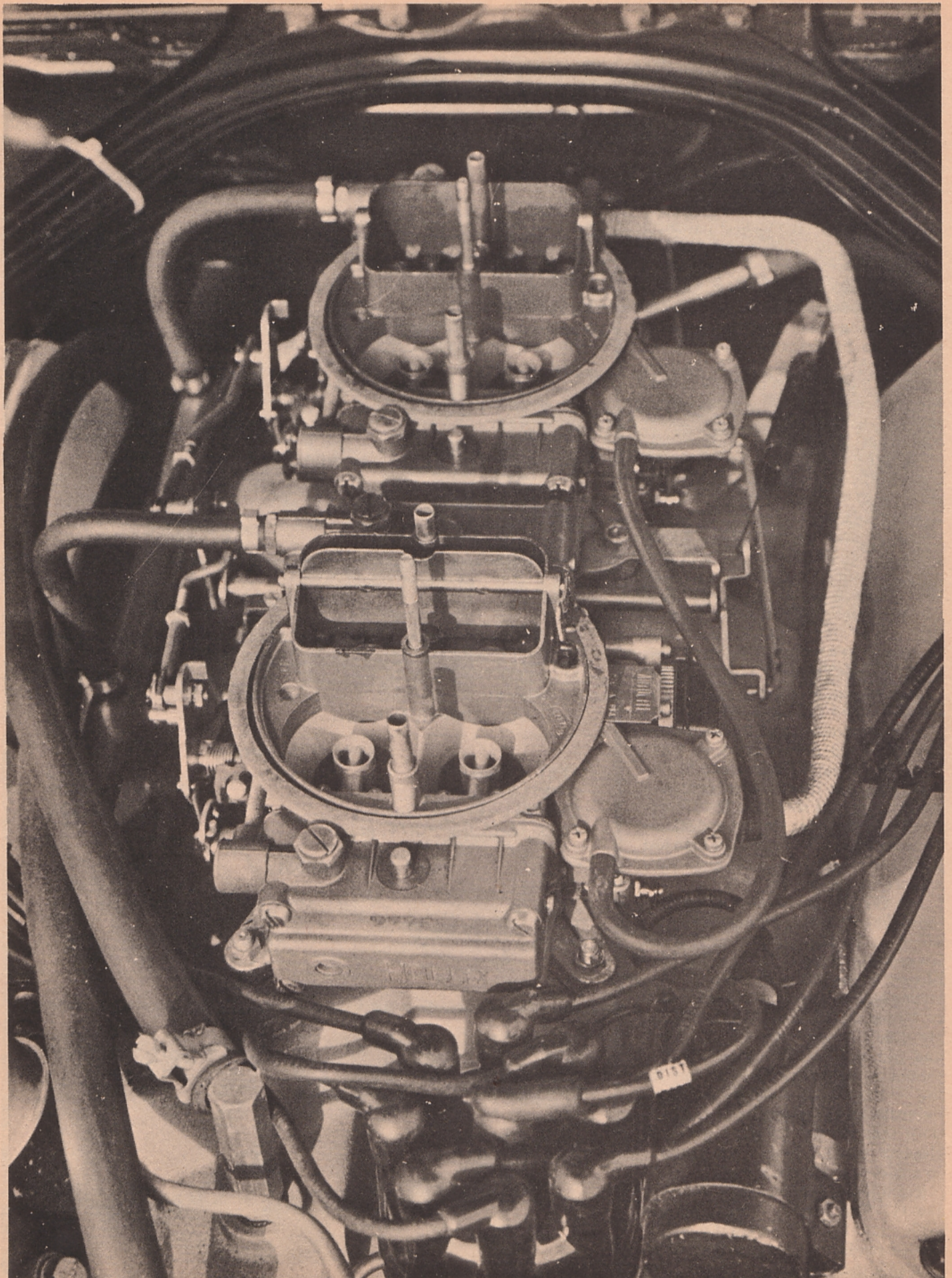


Beware of snakes! Shelby GT Mustangs sport mucho Cobra-inspired interior, exterior and engine compartment trim.



Top line GT-500 gets its go from a 428 hydraulic lifter engine with dual quads, aluminum rocker covers and dual exhausts. Off-the-line performance is good if car is ordered with Detroit Auto locker which is the only limited-slip unit available from Shelby American.





GT-500 mill is topped off with a pair of Holley fuel-feeders mounted on a lowboy-style aluminum manifold. Heads are small-port stockers.

family road car with enough power on tap to cruise all day at over 100 mph. You can put two kids in the back and some luggage in the trunk, or play it cool and drop the rear seat and the trunk compartment block-off panel and reap the benefits of a monstrous cargo area and comfortable dual seating up front. And the best part of it all is the price which comes in just under \$4200!

The GT-500 we put through the mill was equipped with enough optional equipment to make it stand out, yet not enough to bring the list price into the out-of-sight category. Besides the mandatory options which can't be deleted but cost extra bucks (power brakes, power steering, inertia reel shoulder harness assembly and fold-down rear seat), \$264.77 extra to be exact, our test-mobile was adorned with an AM radio (\$57.51) and mag-styled steel wheels (\$185.00). The goodies brought the list price up to approximately \$4700. Since Shelby American dealers are discounting the GT line it's safe to say that our test car could be purchased for less than \$4500. This is not really that much since a fully-loaded stock Mustang GTA-GT 390 fastback lists out at over \$4200 sans air conditioning!

Our test car, which was supplied by our old friend Bill Kolb, who handles the performance end of the business at Gotham Ford in New York via Ford Division Public Relations and Shelby American, was fitted with all necessary options. Bill has sold more Shelby products this year than any other dealer in the country, so we were more than just a little bit happy to have him order and set up our test car.

The GT-500 is the kind of car that looks like it's going 50 mph when it's idling at a light and 100 mph when it's cruising along at 50. It's that kind of car. Shelby, with the help of some styling and aerodynamics experts, really turned the Mustang into a GT car. He didn't simply add stripes, scoops and trim goodies. A lot of design and serious thought went into the plans for the '67 lineup. The finished product is unmistakably Mustang, but it's so well done that the car takes on an air of elegance that the factory was not able to achieve on a mass-market basis.

Regardless of which angle you view the GT-500 from it looks sexy and virile. Up front there's a 3-foot extended reinforced fiberglass nose which shades a recessed grille assembly. The black-faced custom grille offers ap-

## S&S TEST SPECS

### SHELBY AMERICAN

### GT-500 MUSTANG

#### PRICE

BASE .....	\$4195
AS TESTED .....	\$4700

#### ENGINE

TYPE .....	V-8
DISPLACEMENT, cu. in. ....	428
COMPRESSION RATIO .....	10.5-TO-1
BHP @ RPM .....	355 @ 5400
TORQUE @ RPM .....	420 @ 3200
CARBURETION .....	DUAL HOLLEY QUADS
FUEL RECOMMENDED .....	PREMIUM

#### POWER TRAIN

TRANSMISSION .....	C-6 THREE-SPEED AUTO
DIFFERENTIAL TYPE .....	LIMITED-SLIP
GEAR RATIO .....	3.50-TO-1

#### PERFORMANCE

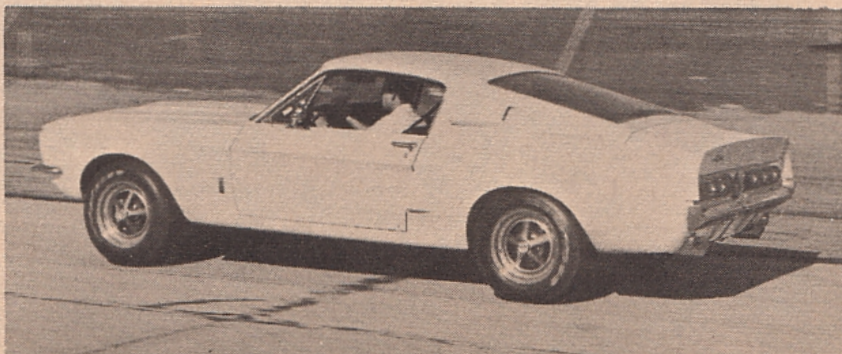
ACCELERATION, 0-60 mph, sec. ....	6.5
QUARTER-MILE, mph .....	102
ELAPSED TIME, sec. ....	14.50
TOP SPEED, mph .....	125
FUEL CONSUMPTION, mpg .....	7/10

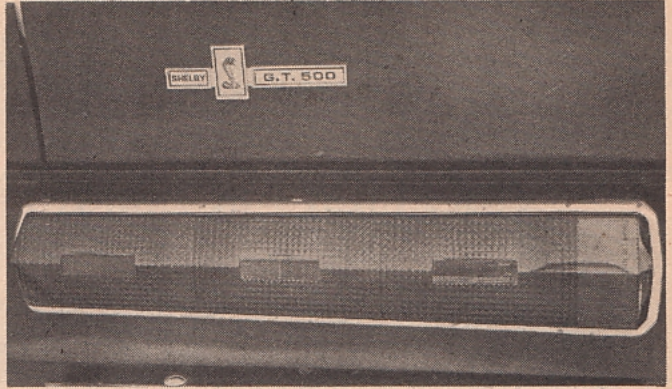
#### SPECIFICATIONS

TEST WEIGHT, lb. ....	3360
WHEELBASE, in. ....	108
OVERALL LENGTH, in. ....	186
FUEL TANK CAPACITY, gal. ....	16

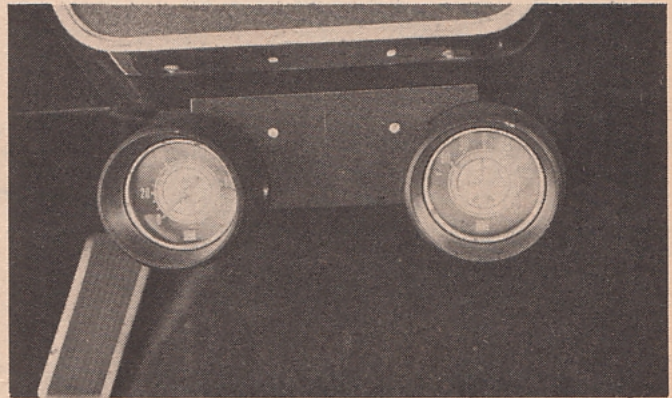
#### CHASSIS

FRAME .....	UNITIZED
BRAKES .....	DISC FRONT/DRUM REAR
SWEPT AREA, sq. in. ....	392.5
TIRES .....	GOODYEAR SPEEDWAY 350

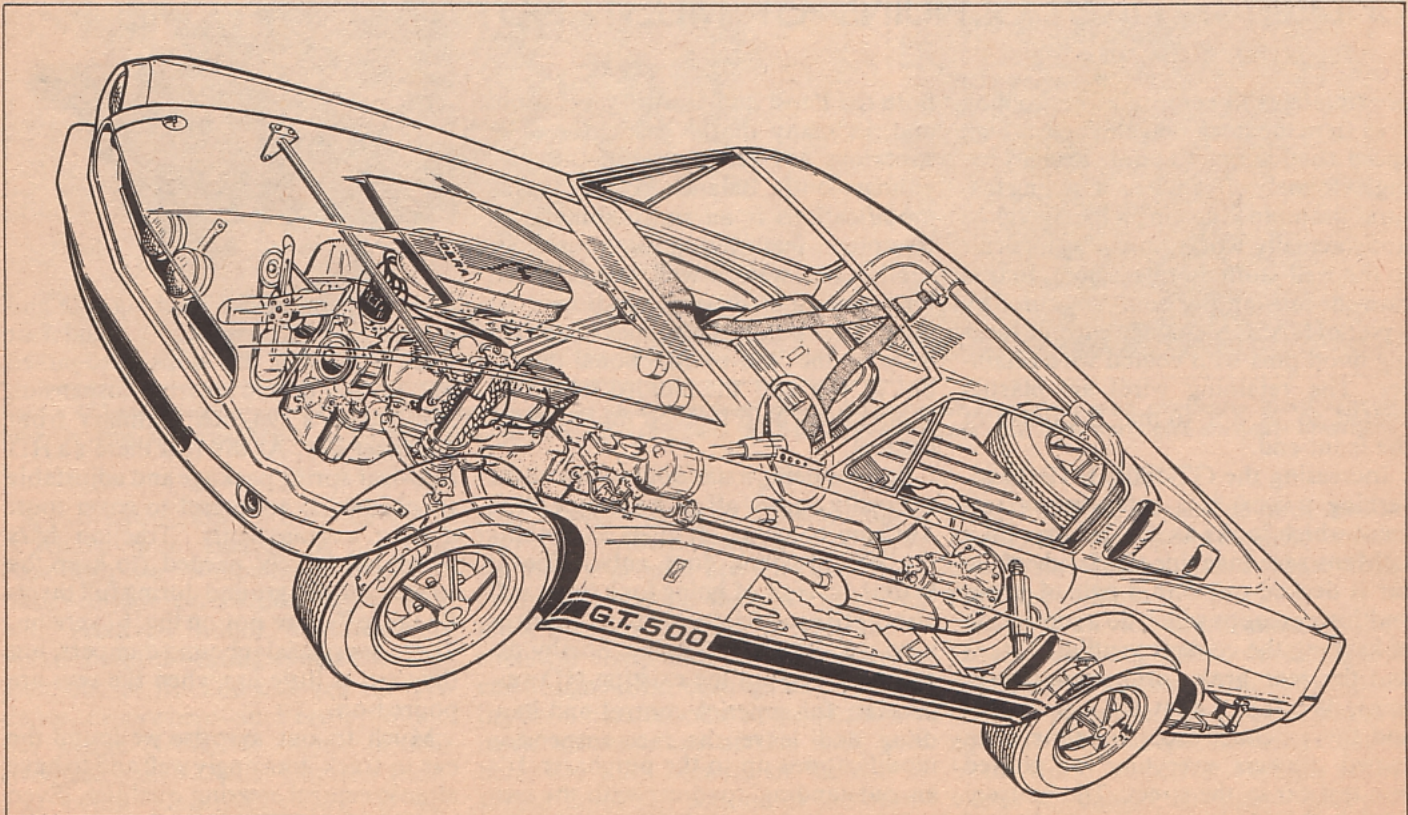


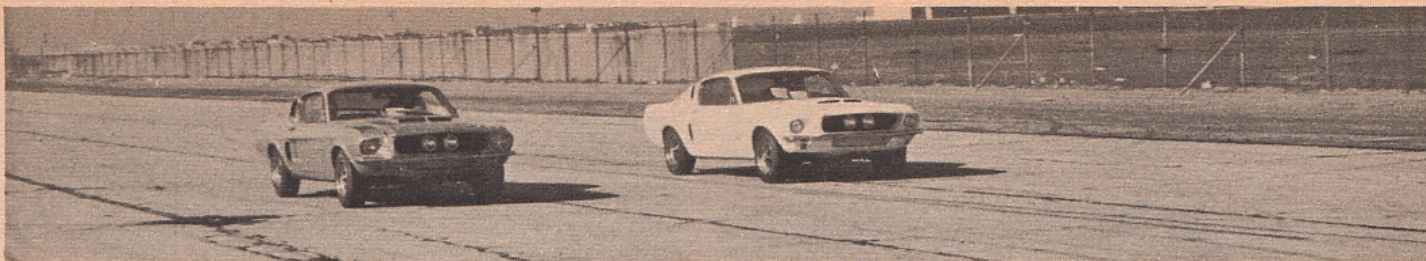


Wall-to-wall tail blinkers replace the stock Dearborn units. Kamm-inspired deck lid is a fiberglass bolt-on.

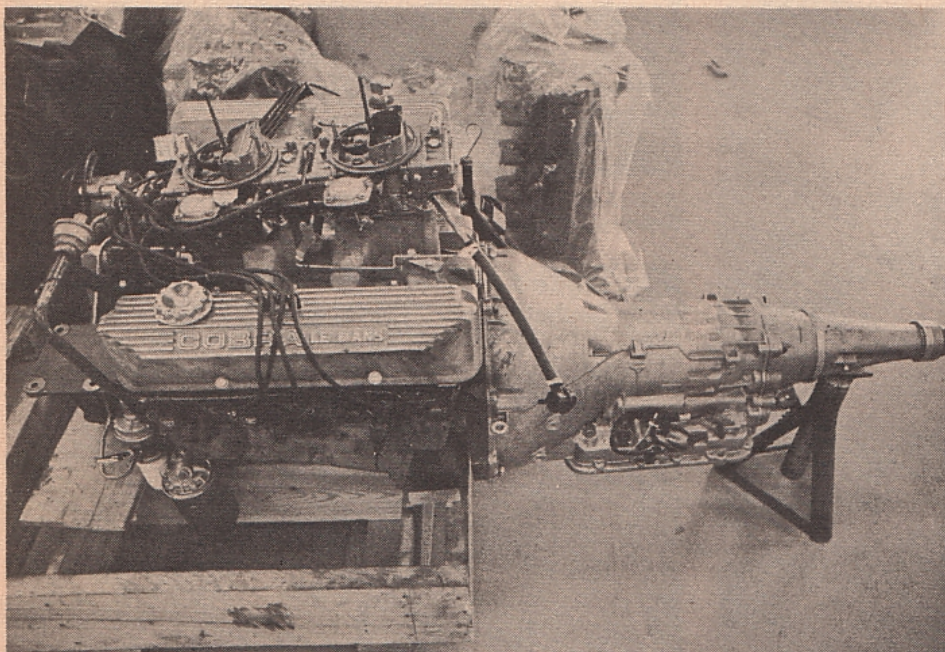


Hang-on dual instrument pod with SW gauges is an extra-cost option. Tach is incorporated into the basic dash design. Thanks to the super-wide Goodyear Speedway 350's on mag-styled wheels the front end takes on a hairy look. Hood is fiberglass bolt-on.

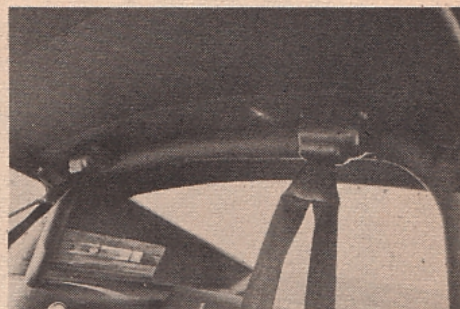




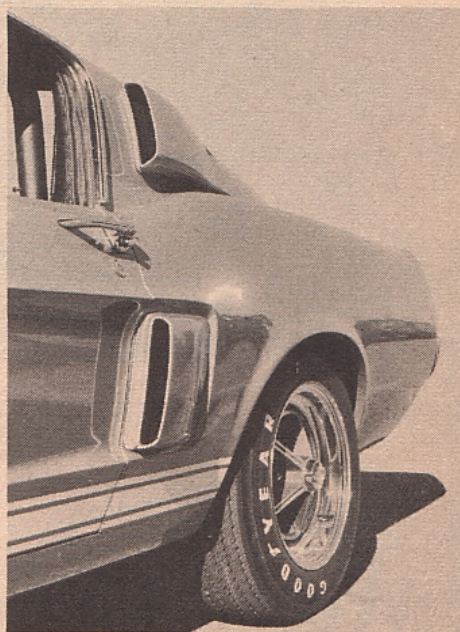
Four-speed version, right, has edge over C-6 three-speed model in quarter-mile competition. New cam allows mill to rev 6000 rpm.



GT-500 mills are finished off by Ford with a Shelby dual-quad manifold, high-rpm cam and big Holleys. Shelby adds rocker covers and filter. Side scoops on all GT's are functional. Lowers cool the brakes, while uppers help ventilate the interior.



Roll bar is standard equipment, while the inertia reel shoulder belts are optional.



## SHELBY'S FIRST GENUINE GT MUSTANG!

proximately 30-percent more cooling area than the stock unit and boasts high speed road lamps to boot. Besides being extremely effective as a styling feature, the molded scoop on the fiberglass hood actually works, directing fresh air to the well-stuffed boiler room. In true race car fashion the hood is secured by a pair of NASCAR-styled chrome locking hood pins with coated wire retainers. The retaining wires are plastic-coated so as not to mar the finish of the front end.

Increasing the GT-500's HTP (head-turning power) is a side scoop treatment which looks as if it belongs on a LeMans race machine. Each side of the car is decked out with a pair of upper and lower scoops which do a superb job of keeping the cockpit ventilated (top) and the rear brake drums cool (bottom). We found that the side scoops and the extended nose were the main crowd drawers everytime we parked our test car in the street. The unusual thing is that the car draws members of

both the Pepsi and Geritol generations and, in many of the cases, the older specators are far more hip than the younger buffs. Balancing off the styling modifications is an outstanding deck treatment featuring a sculptured air spoiler and wall-to-wall tail blinkers. Under normal driving conditions we must admit that the spoiler does very little in the line of functional duties, but at top end the molded full-width spoiler does help to keep the car under control.

Besides being a standout stylewise the car really comes off as a genuine Gran Turismo machine. It does everything the 390 Mustang does only it does it better! Instead of going for a super stiff competition-oriented suspension as used on the early GT-350, Shelby decided to beef up the existing HD suspension for superior control and handling and leave the race suspension modifications up to the purchaser. It's an outstanding road car with the suspension engineered for a compromise

ride. To get a flatter tracking ride and a front end that wouldn't wander or wash out when the stops were pulled out, Shelby beefed the front suspension and added a .94-inch diameter front stabilizer bar. At the rear there's a HD four-leaf spring package and adjustable shocks which are preset to cover most driving requirements. Traction bars which are sorely needed (to keep the wheels on the ground during full throttle takeoffs) are not on the '67 version. There are special rebound dampers, but they are of little use when the revs are poured on.

Much to our surprise we found the car to track amazingly well and to have almost neutral steering qualities. Even with the

*(Continued on Page 58)*

additional load of the 428 engine, skids are completely controllable and at no time during our handling tests did we actually lose it. The rear can be controlled by throttle alone which makes it a dandy car to dice it up with on a road racing course. The car's basic handling qualities are further enhanced by the steering and the tires. The shoes are super-wide Goodyear Speedway 350 4-ply nylon (E70-15) 15-inchers designed especially for the Shelby GT cars. They are of the wide-tread, low-profile design and really do a job on this car. When combined with the quick 16-to-1 power steering the car will go wherever it's pointed, regardless of road conditions or power applied. To insure that the car will be able to stand up under the punishment of leadfoots all cars built for Shelby

GT conversions are built using export front end reinforcements. Export cars have beefier suspension and chassis components as they are designed to withstand the torture of unimproved byways.

When Ford announced that the 390 option would be available in 1967, buffs were giving pretty good odds that Shelby would be coming out with a 427 GT version. Well, the buffs missed the boat by one cube! Shelby took the sensible way out and designed the GT-500 around the cheaper, tamer, easier-to-live-with 428 which he has dubbed the 428 LeMans. This engine never really caught on with the performance people because of its lack of torque and rpm. In stock form the engine doesn't breathe or make horsepower over 5000 rpm. There are some good police versions but very few if any reached the strips in 1966. The engine Shelby uses in the GT 500 is a standard 428 fitted with aluminum valve covers, dual Holley 600 CFM quads, a high-rev hydraulic lifter grind cam and dual exhausts. The cam is good to 6000 rpm and works well when combined with an automatic transmission which is available as an option.

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Although the engine peaks out on paper at 5400 rpm, the camshaft is capable of keeping things under control up to the 6000-rpm marker. As in the past with Ford performance engines, the 428 is fitted with a single pancake aluminum sandwich-style air filter and cast iron headers. We liked the cast iron ones over lightweight tuned tube jobs because the lack of underhood noise more than makes up for the power loss. Cast iron absorbs much of the resonance in the headers making the engine virtually noise free. All GT-500's are delivered to Shelby with 428 engines already installed at the factory. All Shelby does is doll up the air filters, add the aluminum valve covers and tune it up. The only fault with the 428 setup is the lack of service space around the spark plugs making changes more than just a quickie job, and the substitution of tuned tubes for the cast iron headers almost impossible.

Performance both on the street and strip was rather good for a genuine GT car with a mild-mannered mill. You must be careful on the low end not to call all eight Holley barrels into service, as the breathing facilities are really not that great. Max torque comes in around 3200 rpm which makes mid-range performance with the three-speed C-6 or the four-speed manual quite good. With standard gears the car will run an honest 120 mph in off the floor

tune. Our main rub with the performance of the GT-500 is that there is no standard or reasonably-priced locking differential available. Either you take it stock or shell out approximately \$180 for the super-efficient Detroit Automotive unit that's standard on Ford drag products. Without the good locker and a set of traction bars it's impossible to really come off the line under strictly-for-business conditions. Under full throttle takeoff conditions at the drag strip the rear wheels of an unlocked version will spend most of the time up in the wheelwells. It's just about impossible to get a good bite. With the locker you can at least haze the Good-years bringing the revs up to max power range and the car off the line in style. The GT-500 rear is equipped with 31-spline axles so there are no breakage problems to worry about.

All in all we loved the car. It looks, handles and performs like a GT car should and the price is right. The front discs and rear drums do a first cabin job of stopping the car. With the stock 428 engine the GT-500 is not a drag strip job and it's no match on the street or strip for a 427 Camaro. However it will run rings around a Camaro in every other department. If Shelby would only make the Detroit Auto and a 427 high-riser mill standard, the GT-500 would have no peers in the super-specialty market!