

drinking and driving test proves a point

canada
track & traffic

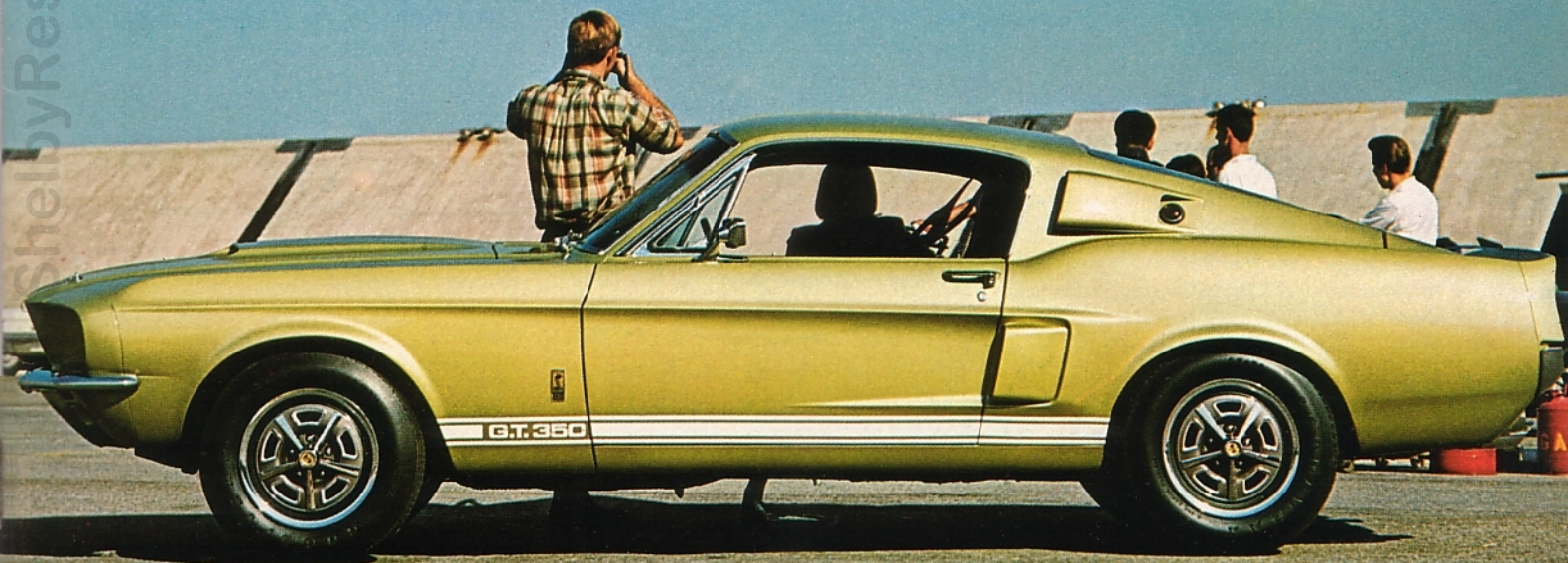
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NASSAU SPEED WEEK
CAN-AM WRAP-UP

SLOT CAR BOOM
BRITISH MOTORCYCLE SHOW



ShelbyResearchGroup.com



ROAD TEST: COUGAR
TRACK TEST: SHELBY GT

BY PETER BONE

□ "We can get a Shelby 350 for a couple of days," said the Editor, "but under these conditions, rather you than me." "These conditions" were freezing rain which turned into a torrential downpour accompanied by fog during the time we had the car. Not much good for more than a tantalizing glimpse of the potential of this modified Mustang, although it could still be startling despite the road conditions. It was a very frustrated driver who groped his way back to Oakville, praying the while for just half a mile of dry pavement to see what first and second would produce apart from colossal wheel-spin.

Perhaps the rain had one advantage. It did prove that the Shelby can cope with stop-go traffic situations and gentle driving without becoming unhappy as some high-performance cars are prone to, and without tiring the driver.

In fact the philosophy behind the 1967 model has been to produce more of a high performance road machine rather than a car only one step away from the track. To this end suspension mods are minimal, and the ride more yielding than the earlier models, although

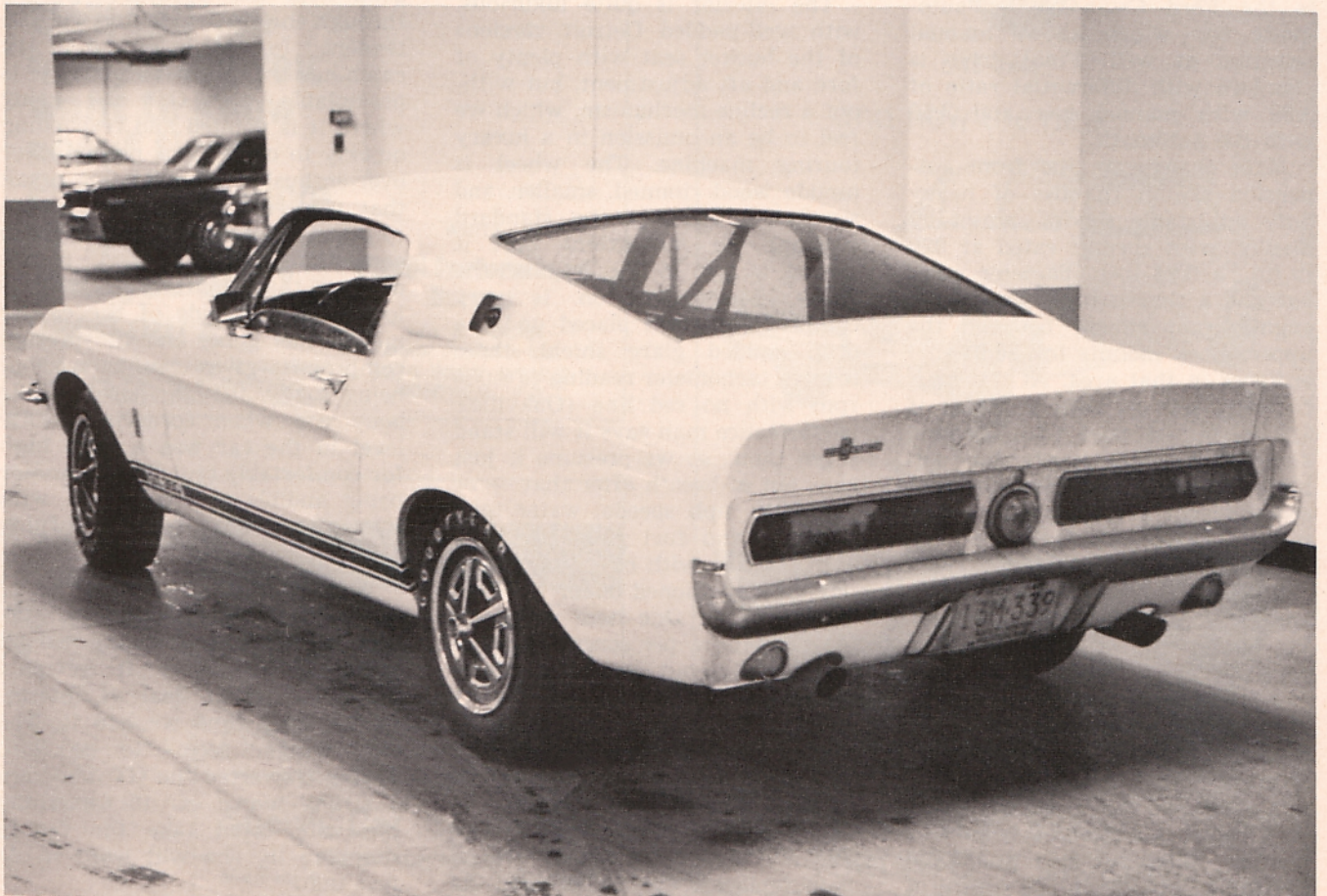
power output is the same at 306 bhp. Presumably continuing improvements in the basic Mustang should reduce the need for extensive suspension changes, while use of the new Goodyear "Speedway 350" low profile tire on Shelby designed 15-inch steel wheels with 6½-inch rim helps to get the power to the road and improve road holding. In keeping with the concept of a car with more universal appeal, power assist is used for both steering and brakes. Steering is fairly quick at four turns lock to lock (16:1 ratio), and power is probably necessary to achieve low parking forces with the wide tires, but unfortunate in the writer's opinion, as it reduces the road feel essential in a high performance car. Power assist on the other hand, is almost essential to get discs to operate at low speeds, and both effectiveness and balance were good at traffic speeds, helped again by the "large footprint" tires. In fact all the controls are light and well-balanced so that driving the 350GT is no more difficult than an ordinary Mustang, while the car is more controllable and predictable.

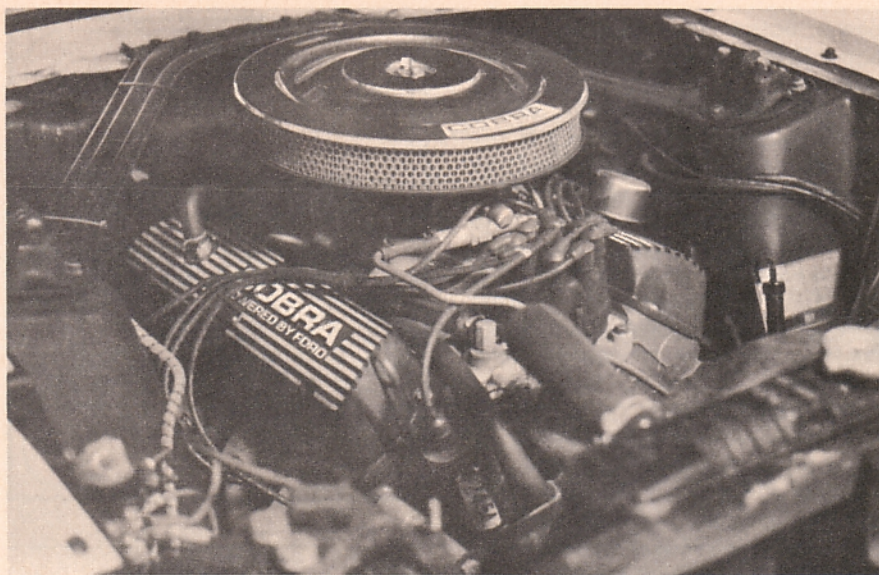
The engine is basically the 289 CID High Performance V-8 which is good for 270 bhp, reworked by

T&T
**SHELBY
350 GT**
PERFORMANCE
TEST

Shelby to yield 306 bhp at 6,000 rpm, and 329 lbs./ft. of torque at 4,200 rpm. Main modifications are apparently in the intake and exhaust systems, a Cobra hi-rise intake manifold being added to support the Holley four-barrel carb., with flow capacity of 715 cubic feet of air per minute, while the fabricated steel exhaust headers lead into a dual free-flow exhaust system, with low restriction mufflers. Special Cobra cast aluminum rocker covers, heavily finned, re-

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PERFORMANCE TEST

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place the production items, and there is a special air filter sporting the Shelby motif.

Drive line components are strictly stock Mustang, the test car being fitted with the four speed manual box, with ratios of 2.32 (1st), 1.69 (2nd), 1.29 (3rd), 1:1 (4th), and 2.32 (reverse), the forward speeds being fully synchronized. Optional is the Ford Cruis-O-Matic automatic box which allows manual selection as well. Final drive is standard with differential ratio of 3.89 with manual box and 3.50 with the automatic.

Main changes in the front suspension are in the use of heavy duty adjustable shocks, preset by Shelby, with springs rated at 320 lb./in., a 0.94 inch diameter sway bar and a chassis brace across the engine compartment between the upper shock mounts for additional stiffness in that area. At the rear, four-leaf springs with a rating of 135 lb./in. are used with rebound dampers with the heavy duty adjustable shocks, a combination that seems to cut down spring wind-up under acceleration, though not eliminate it completely.

External modifications include a special fibreglass hood incorporating a wide air scoop for the big carburetor, and held down with "Le Mans" locking pins either side, in addition to the normal lock mechanism in the centre. The Mustang grille work is removed and additional intake added, giving 30% more cooling area below the bumper line, and two additional headlights are set in the centre of

the upper intake. Airscoops are added just behind the doors for rear brake cooling, positioned just above the rocker panels where they tend to collect mud, snow and anything else lying around. Aerodynamic air extractors on the rear roof quarters provide draughtless air flow with the windows closed, while at the back the glassfibre trunk lid sports the currently favoured spoiler look, albeit smoothly contoured and looking as if it might be effective at about 120 mph.

The interior is quite luxurious, with well-padded Detroit versions of the bucket seat with plenty of fore and aft adjustment, but without a recline mechanism, which we feel to be an omission in a luxury touring machine. The wheel is pseudo wood rimmed, smaller, and set lower than on the standard Mustang, to the extent that it tended to get in the way of the knees. Instrumentation is very complete and well placed under a deep padded glare shield, there being a tachometer reading to 8,000 rpm with no red line (Oakville's performance man says it will stand seven thou., so we presume it just runs out of breath after that — or rods, 140 mph speedo, water temperature and fuel gauge in front of the driver with oil pressure and ammeter positioned under the dash in the center. One item we didn't like was the wiper control, a small lever sticking out of the dash above the speedo, where it is directly behind the wheel and difficult to operate in a hurry. There is a foot operated washer interconnected to the wipers, but we felt that the wiper control was one standard Mustang item that Shelby should have replaced. The test car had the

optional roll bar installed behind the front seats, a very neat and sturdy looking job, complete with foam padding and inertia reel shoulder harness, an item which should be in every car as it permits free movement normally, locking up under sudden accelerations, and because the reel supplies slight tensioning, does away with the constant adjustment normally required by a harness. Lag straps are fitted to all seats, the rear seat being quite well padded, but still more suitable for children than adults. When not in use the back rest folds down and the trunk partition opens to make a large luggage platform, something of a necessity as the trunk space seems filled by the spare.

The engine snorts and rumbles once started, the test car being reluctant to fire when cold, and it idles at 800 rpm reasonably happily. While there is power below 3500, it is fairly gentle, but above that things begin to happen. Not having had any instruction before taking over the car, we considered six thou. a prudent maximum, but at that there was still more to come. Even with vast amounts of wheelspin in the wet, the acceleration pushed us back in the seat, and deceleration was equally as good with the Goodyears getting through the surface water with no tendency for the back end to try catching the front. Handling is predictable, the GT 350 going where it is pointed and responding quickly to corrections needed after over-enthusiastic application of all that power. Despite our objection to power steering it is easy to make corrections, and seemed much quicker than four turns lock to lock. The stiff ride of the earlier models has gone, and the present compromise gives comfort without being soggy, though there is some body roll when cornering. Noise level in the car was a little high for comfortable cruising, the motor being audible at low speeds, with tire and transmission drowning that out in the 70's.

Without doubt this is a lot of motorcar for \$5,200 and we think that Mr. Shelby is going to get plenty of customers. It certainly aroused a great deal of interest in the brief time we had it. The only danger seems to be that, having converted the GT 350 from a strong man's car to something the wife could take the family shopping in, she will want to do just that.