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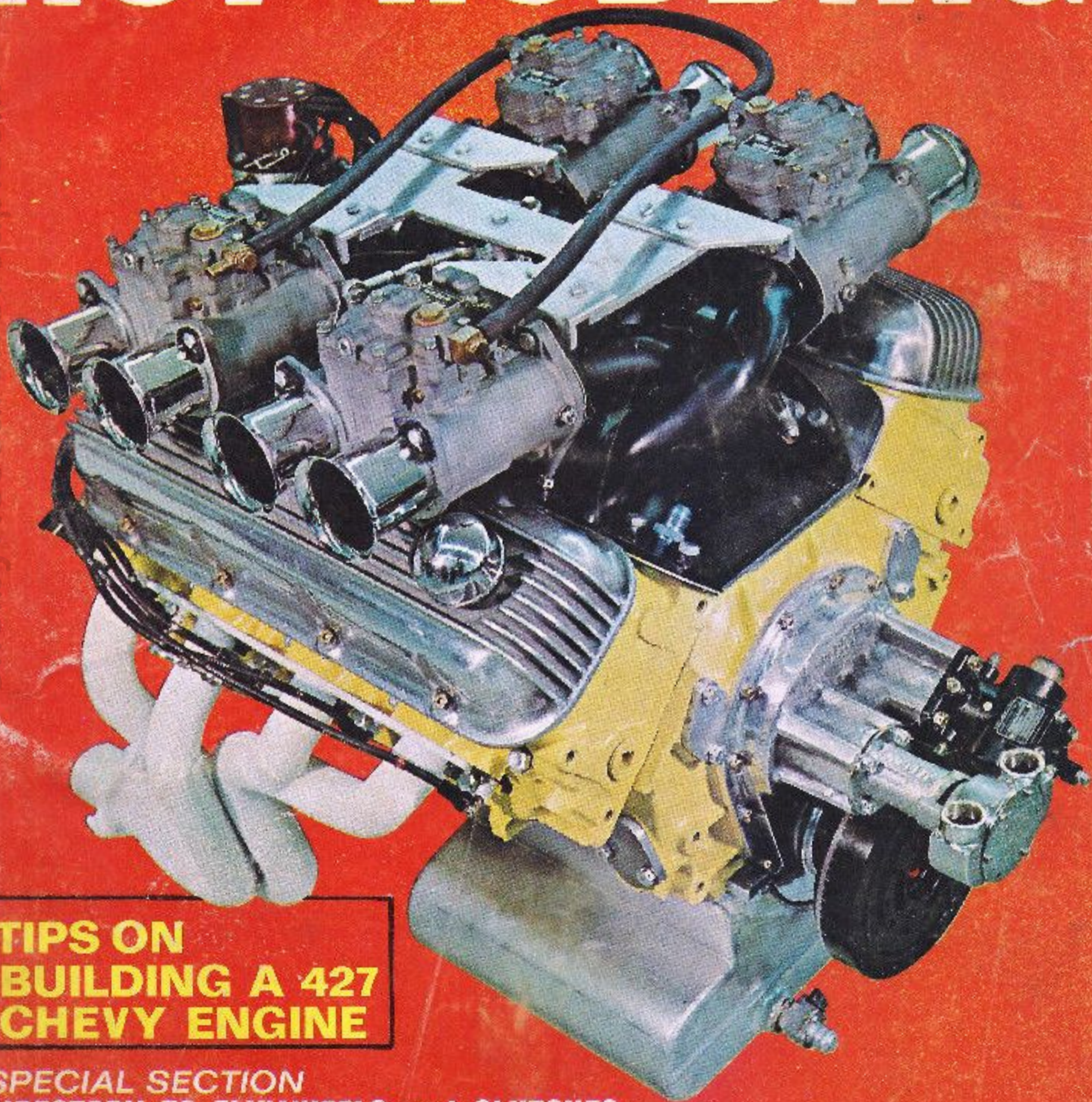
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PERFORMANCE TEST:
SHELBY MUSTANG GT 350
— the car to beat in 1967?

FEBRUARY 1967

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Heavy-duty suspension gives this individualized car capabilities of fast cornering, acceleration and near instant stops. Vital safety items are featured, too.

Shelby American's GT 350 is rapidly capturing the eye of performance seeking automobile enthusiasts. This year, more than in previous model years, the Shelby GT 350 has become completely individualized — this, by major styling renovations of the Ford Mustang. Individualized to the extent that only the car's shape (fastback) identifies it as a derivative to the Ford Mustang.

Under the '67 GT hood sits the Ford 289-cubic-inch engine that has been modified to produce 306 hp. Then there is the heavy-duty suspension system which gives the car capabilities of fast cornering, acceleration and near instant stops. Of course, safety must not be forgotten. Shelby has incorporated more safety features into the 1967 GT 350 than most

other automobile manufacturers — and most of them will be to the liking of the performance buff.

There is a reason behind the Shelby GT 350, a bigger one than just filling the pocketbook of its originator. Primarily the love of one man, Carroll Shelby, to produce a car that would most resemble the European GT cars yet give better performance and be sold at a lower price than European GT cars.

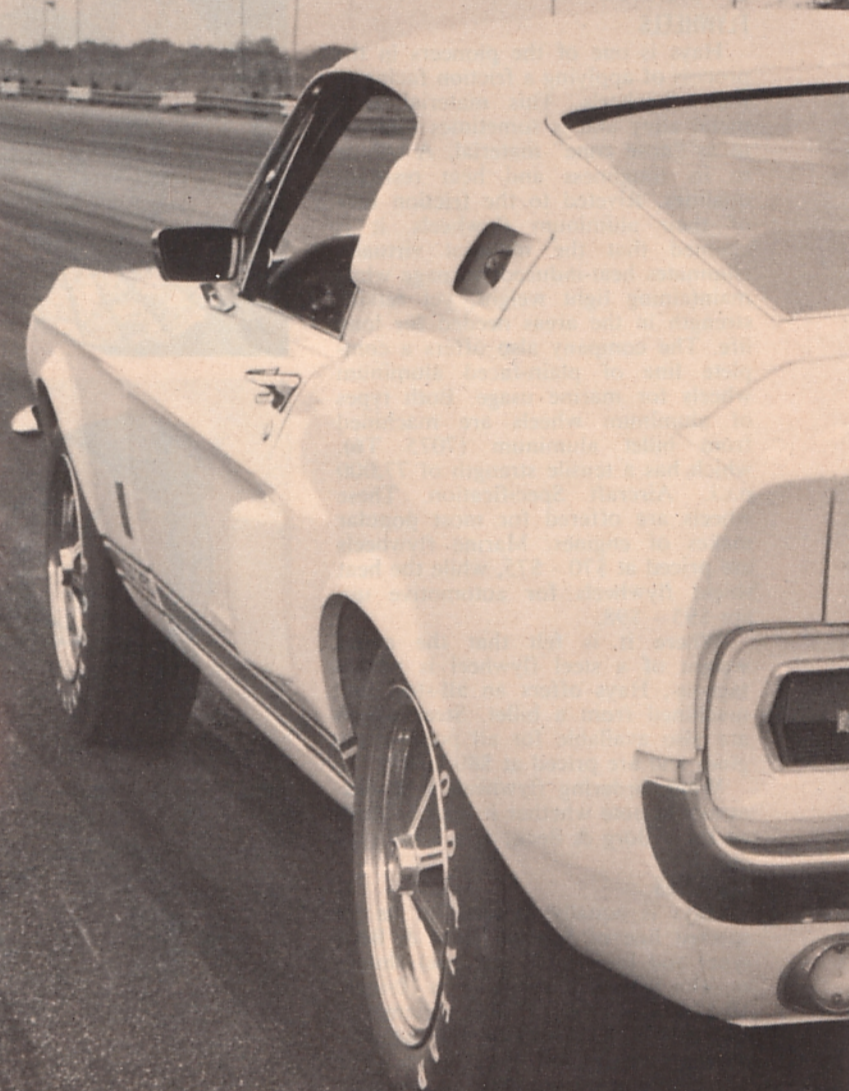
One reason that the 1967 GT 350 has more modifications over the '66

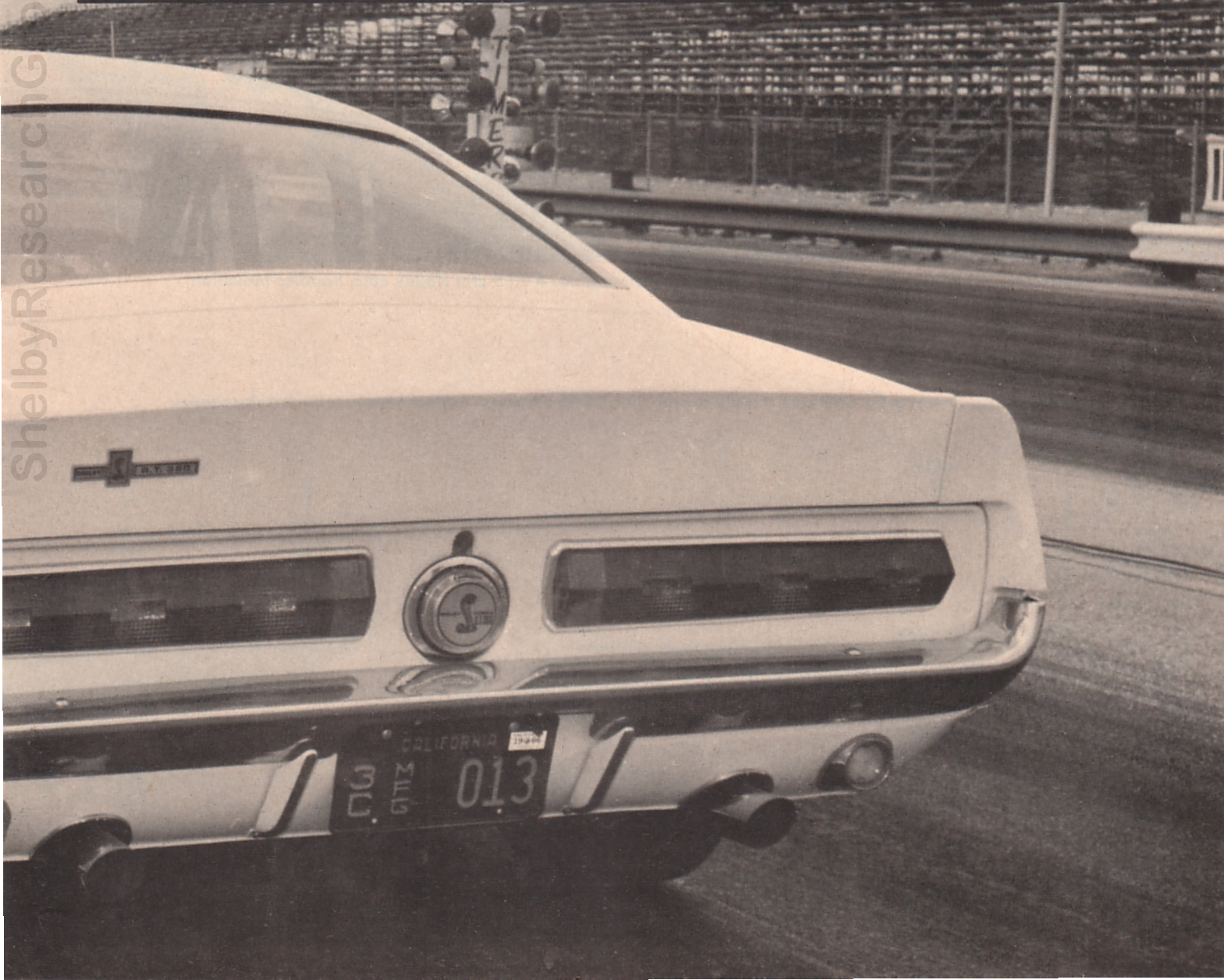
Three-inch longer nose on 1967 GT 350 gives a new look to grille. European styling is Shelby objective.

PERFORMANCE TEST:

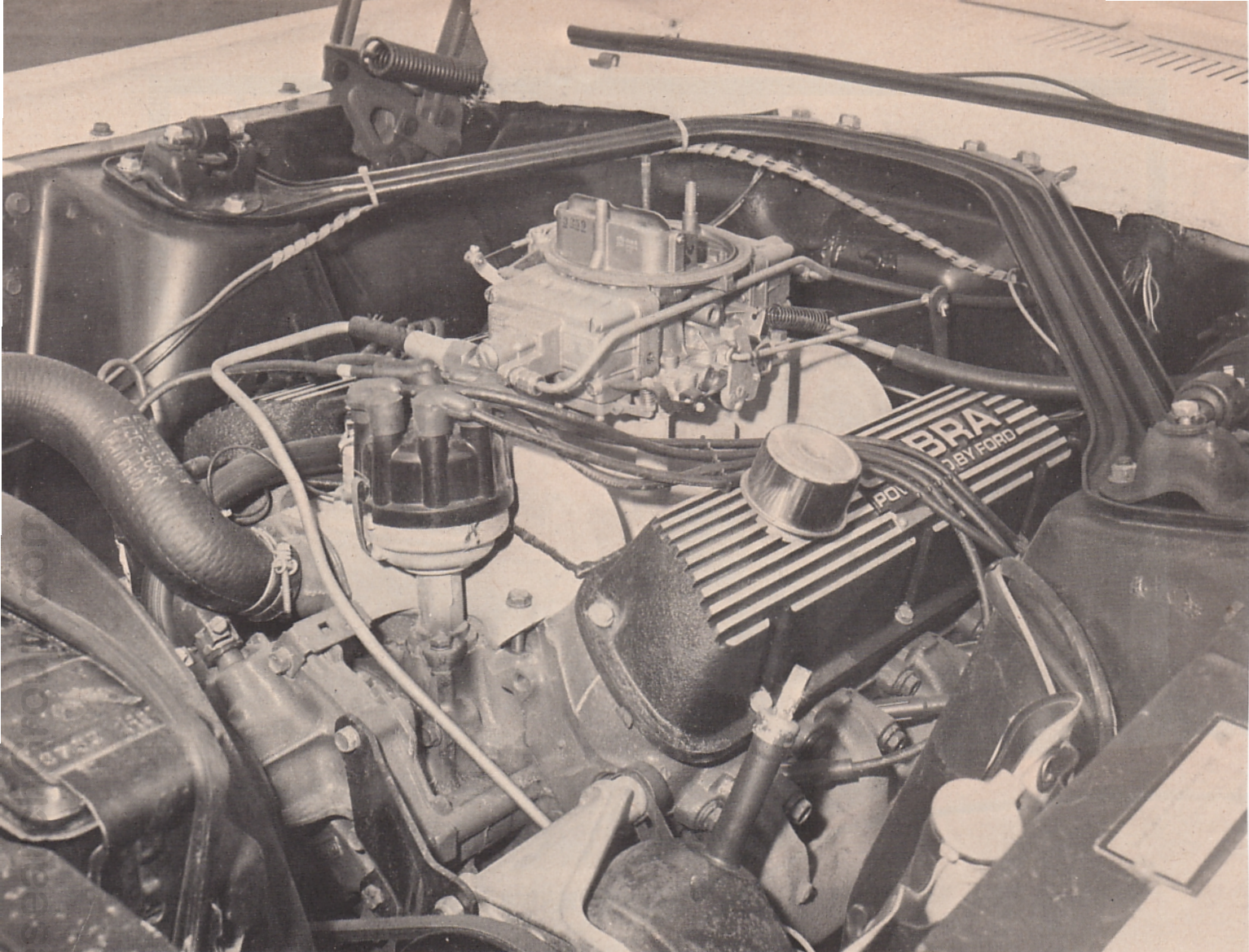
SHELBY MUSTANG GT 350

By George Elliott



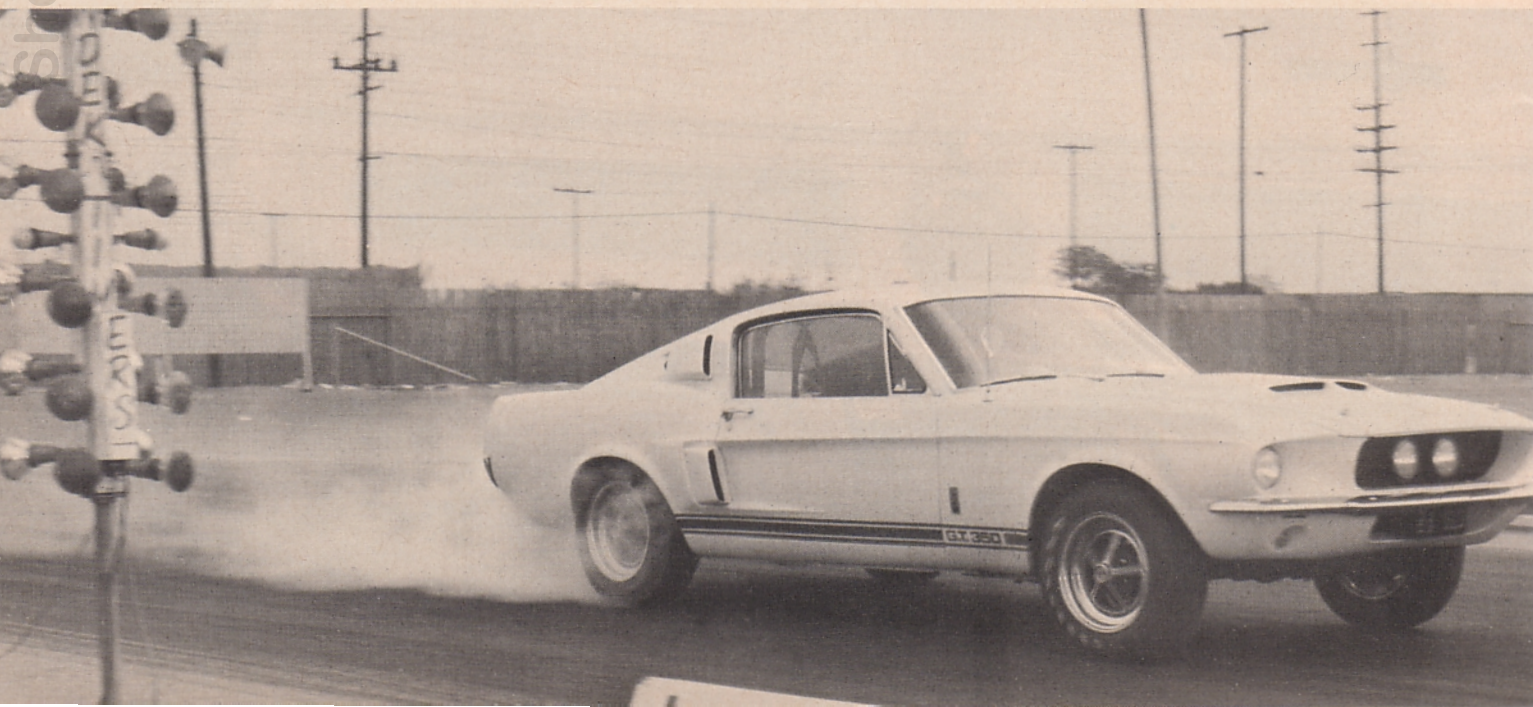


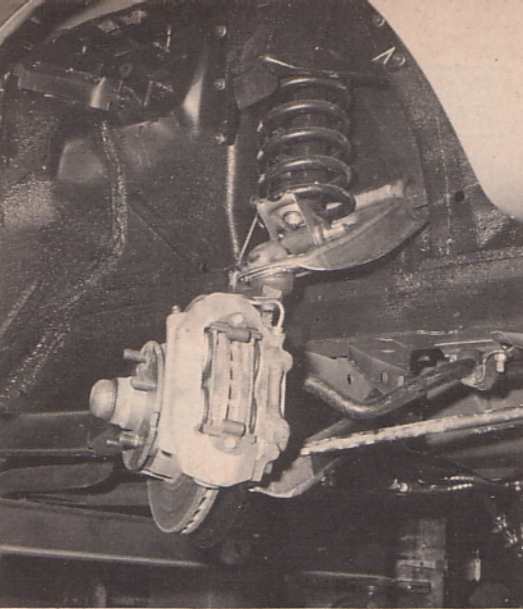
ShelbyResearchGroup.com



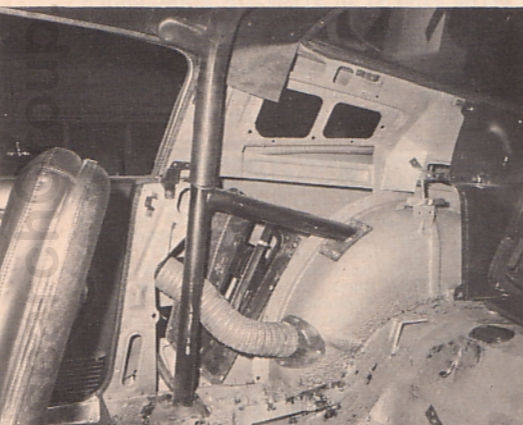
Powering the GT 350 is a modified Ford 289-cubic-inch engine. A 715 cfm Holley carb handles induction.

Acceleration on Shelby's GT 350 was slightly slower than 1966 versions. Added luxury items are the reason.





Heavy-duty suspension is big feature on GT 350. Front disc brakes, with power assist, provide quick capability.



Built-in roll bar is just one of the many safety features; unique shoulder harness is another. Air duct is for brake cooling.



is due to rule changes in the various road race groups, in which the GT 350 actively competes in production classes. This primarily is in regards to what the owner can do once he has purchased the car.

Although the car's problems to road racing has little bearing to POP ROD readers, it does bear some significance to the car's acceleration capabilities. Shelby has made modifications to the 289 Ford engine that make it tough to beat in a quarter mile.

Inside the popular Ford 289-cubic-inch engine are high compression pistons which ups the stock Ford compression ratio of 9.3-to-1 to 10.5-to-1. High rpm use of the engine is possible with solid lifters replacing the hydraulic units. The 289 engine is usually run as high as 6,500 rpm.

For induction a hi-rise manifold replaces the standard low profile Ford two-throat unit. Atop the Cobra manifold is a Holley carburetor with a flow rate of 715 cubic feet per minute. Dual exhausts aid performance, however; for '67 the Shelby GT car has resorted back to the cast headers, whereas in 1966 GT 350 cars had steel tubular headers. Shelby claims that no hp has been lost with the cast headers and the primary reason

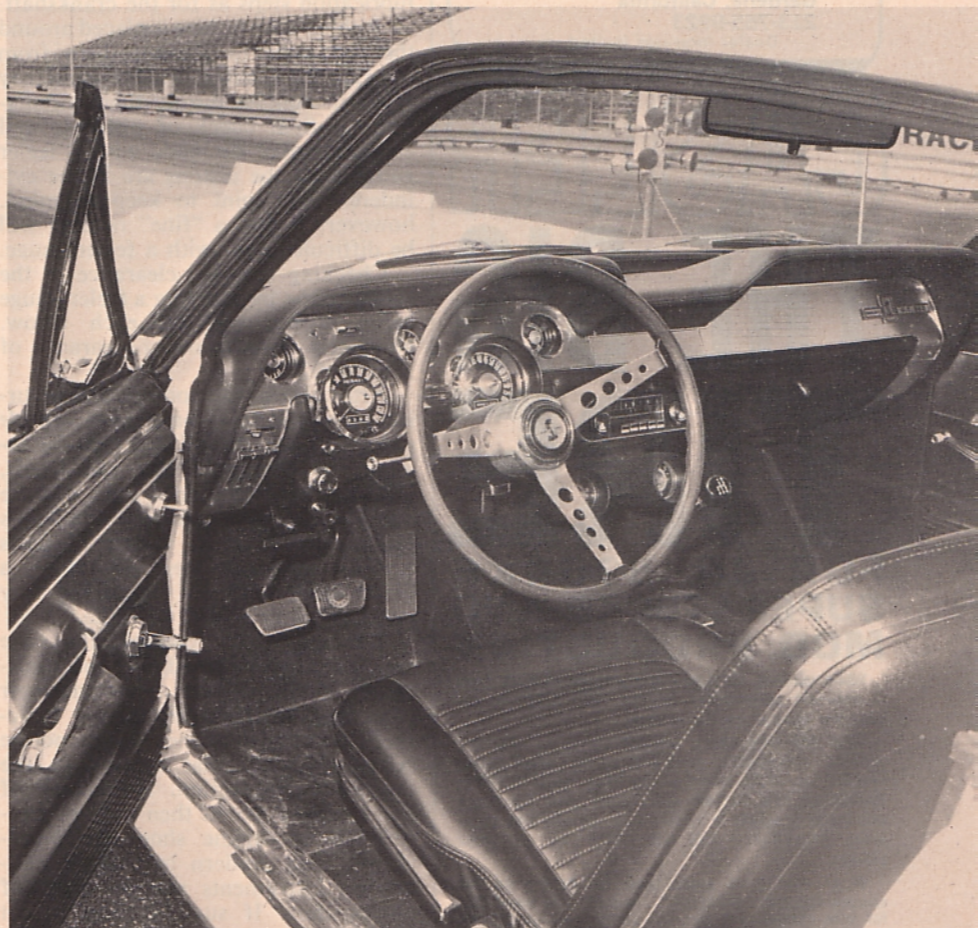
for this change is to comply with California smog laws.

When we first received our GT 350 from the Shelby plant in El Segundo, Calif., we noticed the car sported more luxury than the 1966 GT's. This was somewhat disappointing as we liked to think of the GT as a real "road" car. What we felt was the no-effort-turning from the power steering and a softer ride.

The softer ride was not so bad because the overall cornering characteristics of the car were still good. At the drag strip, however, we did find areas which were not the final answer to drag racing suspension (more will be said on this at that time).

Back to the luxury momentarily, we point out the changes in interior styling. The luxury here does not hamper the performance. Filling the dash panel is a large-faced 140 mph speedometer and a tachometer which reads to 8,000 rpm. Below the radio is a Rally Pack instrument panel with an ammeter and oil pressure gauge mounted in it. Setting off the trim is a wood steering wheel and a panel which covers the entire width of the dash, resembling stainless steel in appearance. The roll bar which Shelby has built-in the '67 cars is well supported.

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Interior has been completely changed. Large-face speedometer and tachometer are big features. Four-speed and automatic transmissions are available.

SHELBY MUSTANG GT 350

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So not to give the interior a rugged race car look, the bar has been wrapped in vinyl foam which matches the headliner. Truly a sharp looking interior.

As we drove the GT 350 on the Los Angeles freeway system we did notice the car's performance was similar to 1966 GT performance. However, to get the real picture we tested it at the Irwindale Raceway (a popular drag strip in the Los Angeles area) and clocked the GT 350 in its street condition.

At the strip we removed the air cleaner and checked the pressure in the "Speedway 350" tires, which were mounted on Shelby five-inch steel rims. These tires are of wide oval design. The steel rims are an addition to '67 models whereas the '66 cars featured aluminum wheels. We ran the tests with 28 lbs. pressure in the tires.

Climbing behind the wheel we secured ourselves in the inertia reel operated shoulder harness. The shoulder harness goes over each shoulder and through the underarms. The driver has full freedom of movement inside the car, but under the slightest impact the reel locks in position holding the driver securely in place. The lap seat belt is separate from the shoulder harness and is a quick-release type.

Several starting techniques were experimented with before we made a full run through the quarter. The only problem here was the non-limited slip differential. We were driving power through one wheel which was also plagued with a lack of traction. Optional rear end differentials with the limited slip units are available and highly recommended for drag use.

Doing what one must to get a good start we lowered the starting rpm to 1,500-to-1,800, which gave us the best traction.

On the first run, leaving the line, the car underwent spring wind-up, better known as wheel hop — a problem not encountered previously. We watched the tachometer and as the indicator reached 6,200 rpm we made a quick shift to second gear. At the same rpm we went to third and at 5,500 into fourth. Obviously, our test car was equipped with a four-speed transmission. However, if desired, the GT 350 comes with a heavy-duty Cruise-O-Matic transmission. This is optional equipment.

One reason for the early shift into fourth gear was the high gear ratio which equips the 350 from the factory. This is 3.89-to-1 for manual transmission and 3.50 for automatic equipped cars.

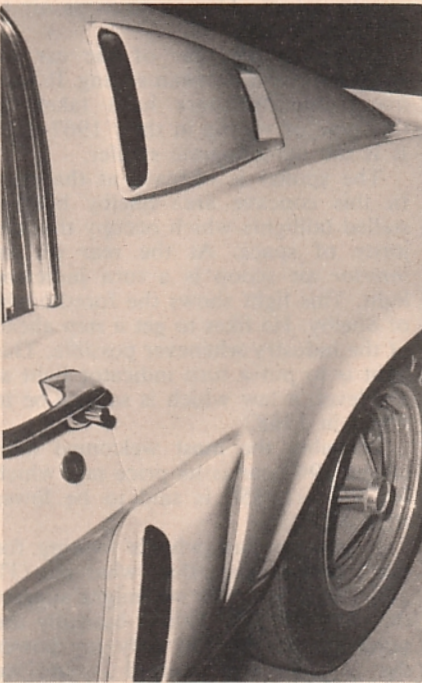
As it was we crossed the finish line at approximately 5,200 rpm with a trap speed of 91.26 mph. ET on this run was 15.89.

Those who remember the test of our 1966 GT 350 probably notice a poorer time for the '67 version.

There are several reasons for this weaker performance. We did not open

the headers for one, since the new cast iron units did not have suitable joining points in which they could be opened. We did not make any plug changes as the car was in good tune. Slight timing changes were made. Slowing down the performance of the engine even more was the power steering. There is no difference in the engine's hp from 1966-1967 models; therefore, the performance should be much the same as the '66 test where the aforementioned "speed" steps were made.

Several more runs were made with times improving to 92.90 mph and 15.50 ET. The gain was made by advancing the timing three degrees from the stock setting.



Air scoops and spoilers are some of the items giving the GT 350 a European appearance. Price tag is lower than '67 models, too.

Suspension on the '67 GT 350 is based around the Ford Galaxie suspension system. Shelby has modified this in the front for flatter cornering. The steering ratio is 16-to-1.

Brakes on the front end are disc units. They consist of a 11.3 inch disc with special high speed lining. Rear brakes are drum type with 191 square inches of effective lining area.

Weight transfer of the car is more in favor of road handling than dragging. Of the 2,723 lbs. (curb weight) 53 per cent of the weight is over the front wheels while the remaining 47 per cent is displaced over the rear wheels.

The major change for the 1967 GT is the car's styling. Shelby has increased the overall length of the car by three inches with a new front end, making the overall length 186.6-inches. This feature is attained by a fiberglass nose which also gives a new grille to the GT 350. Inside the grille area are

two high-beam headlamps, a European GT trait. Holding the fiberglass hood down are both the standard hood latch and special locking pins. A functional hood scoop aids to the racing appearance of the front end.

The racing appearance is carried out throughout the entire body. On the sides are two aerodynamic scoops. One is placed where the quarter window was on '66 GT's. This scoops air into the interior of the car. We might add a note here that the quarter windows were one of the features which individualized the '66 cars. They also were popular because they gave you that extra sight through the "blind-spot" created with the fastback design.

Another scoop is in the Mustang sculptured metal portion of the rear quarter panel. This one scoops air to the rear brakes.

Going to the rear of the car we see some real European styling. In fact, many manufacturers have taken to this type of styling in their 1967 cars. It is the aerodynamic spoiler.

The spoiler is concave at the rear. In this concave area Shelby has installed taillights which occupy the majority of space. At the rear of the interior air scoop is a turn indicator light. This light shows the forethought of Shelby. He likes to get a step ahead of the industry whenever possible. This light is to put a turn indicator light at eye level, a law which is said to be in effect in 1968.

Probably the most welcomed item of the 1967 car is its price tag, which for the GT 350 is said to be lower than \$4,395.

If you are one who is looking for more performance than what the GT 350 can offer then we might suggest the new GT 500. This is basically the same car as the 350 only for power the car has been stuffed — and we mean literally stuffed — with a 428-cubic-inch Le Mans engine.

For '67 it looks like Shelby is in for another big year in sales. In the two years (going on their third), that the GT 350 has been produced sales have increased 150 per cent. It's a car with appeal.

