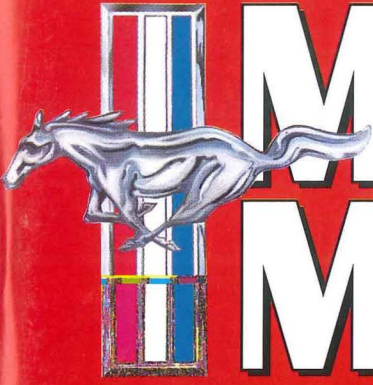


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Blast From The Past



Shelby Mustangs leave an indelible first impression. For many those impressions were made the hard way, learning the meaning of "Total Performance" by watching the taillights of a Shelby disappear into the sunset. For others it might have been a test drive, capturing the driver with that unique Shelby performance and style. Many of us were hooked as kids, seeing a Shelby rumbling down the street, or salivating over a spanking-new model at the local Ford dealer. Whatever the case, that first impression was made.

Shelby Mustangs are different things to different people. Some are attracted to the original GT-350s of 1965-66, with their no-compromise performance and handling. Others prefer the later Shelbys with their emphasis on style and luxury. But perhaps no Shelby embraced both philosophies as well as the 1967 GT-500 and GT-350.

For Carroll Shelby, 1967 marked a concerted effort to move the GT-350 and new GT-500 farther away from its Mustang roots. Most obvious was the styling, with a Shel-

BOB MAHONEY'S GT-500 RECALLS THE SHELBY GLORY DAYS.

text, specs and photography
by Thomas Glatch

by-specific grill, driving lights, fiberglass hood, wheels, rear scoops, "ducktail" rear spoiler and taillights borrowed from the Cougar. The result was a masterful stroke of styling genius.

The 1967 Shelby interior also broke away from the rest of the Mustang herd. Most obvious was the rollbar mounted behind the front seats, equipped with inertia-reel shoulder harnesses. Behind the beautiful wood steering wheel was an 8,000 rpm tach, while a pair of Stewart-Warner gauges were mounted below the instrument panel. Small Cobra emblems on the seatbelt release buttons and sill plates reading Shelby-American, Inc. added the final artistic stroke.

On the performance front, the 1967 Shelbys were kinder, but not gentler. The ride was still stiff and the handling tight, but not at the expense of harshness. *Road & Track* magazine commented: "The suspension of the GT-500 is stiff, and the ride could be described as extra firm. The milder suspension alterations this year represent part of Shelby's effort to tailor the cars to a wider market—and at a lower cost."

For the first time, if the 289 was not powerful enough for you, there was the GT-500. Ford was reluctant to fit the Mustang with anything more than the 390 big-block, but Shelby went whole hog by dropping in the 428 version of the same engine. Instead of the high-strung temperament of the original GT-350, the 428 could produce 44 more horsepower with less demands and greater composure.

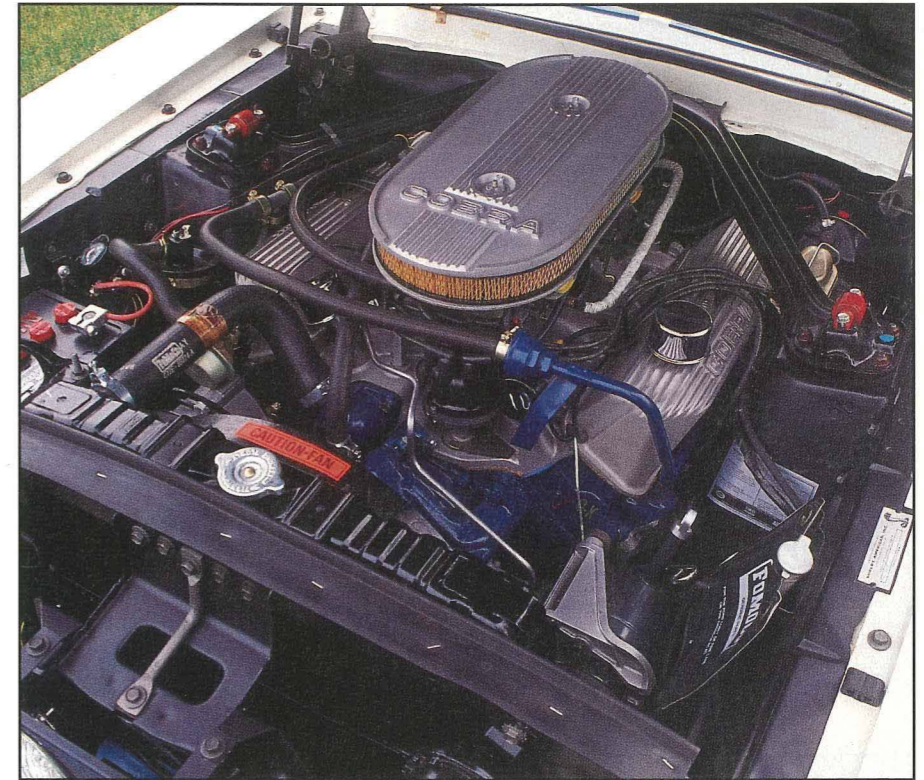
The result? *Road & Track* concluded: "All in all, though, the GT-500 is a more civilized vehicle than the original GT-350 from which it descended. It rides better, has more amenities, and it is far more attractive. It isn't

so closely related to a racing car, perhaps, but we have the feeling that it will appeal to a larger number of buyers than any previous Shelby American automobile." All for \$152 less than the '65 GT-350.

For Steve Semo, the challenge was to bring back the memory of such a magnificent automobile. Steve, who owns Vintage Classic Car Restorations in Lannon, Wisconsin, has specialized in the restoration of Mustangs for the past ten years, but the Wimbledon White Shelby seen here was special—a Tennessee car with just 16,800 miles on the odometer. Clean and rust-free, it still needed a complete restoration since the Shelby's owner, Bob Mahoney of Elm Grove, Wisconsin, wanted nothing but the best.

"A Shelby is really no harder to restore than any other Mustang," says Steve, although the length he and Bob Mahoney went to achieve their goal was impressive. The Shelby had been drag-raced with a 427 side-oiler, so the original 428 was set aside and preserved. On the other hand, the Thermoactor emissions control system, unusual for a non-California car, was missing. "It proved to be the biggest challenge in restoring this car," says Steve Semo. "Countless hours were spent finding the right pieces, then we had to find three original cars to photograph so we could put the system together correctly." Replacing the ten-spoke wheels that were missing was almost as challenging. Restorer and owner wanted to use original wheels, not reproductions, and they found them on a Shelby "with a tree growing through the middle of it." The wheels were retrieved, yet required a lot of work to make them look good.

The rest of the car was in fine shape,



except for the big dent in the transmission tunnel (probably from a clutch explosion), however, the details still required plenty of attention. The upholstery is completely original, for example, but the instrument panel surround needed to be replaced. The pair somehow found an NOS unit to maintain authenticity. That sort of attention to detail continued, right down to the NOS headlight bulbs. The Shelby's first showing, just a few days before we photographed the car, netted

a "Best-of-Show." Plans are to show the Shelby over the next few years, with more of the same results, we are sure.

For all the time and passion that went into this GT-500's restoration, the ironic thing is that Bob Mahoney was really not in the market for a Shelby. "I was actually looking for another Boss 302 (he owns two), but this car was just too nice to pass up." He didn't realize it at the time, but there may have been a subconscious reason for buying





this car. "It didn't dawn on me until the car was almost done. Once we put the stripes on it, something clicked. I remembered the time back in 1967 when my Dad took me down to the old Northwestern Ford dealership in Milwaukee to look at the Shelby Mustang in the showroom. It was Dark Moss Green, and I can still see those big hood scoops staring at me!"

For Bob Mahoney, completion of his GT-500 was truly a blast from the past.

SPECIFICATIONS 1967 Shelby GT-500

ENGINE

Block/Heads	Cast iron/Cast iron
Displacement	428 cu.in.
Bore & Stroke	4.13"x3.98"
Compression Ratio	10.5:1
Lifters	Hydraulic
Carburetor	Dual Holley 4-bbl, 600cfm each
Exhaust System	Standard Dual
Horsepower	355 @ 5400rpm
Torque	420 @ 3200rpm

DRIVETRAIN

Transmission	4-speed manual, full-synchromesh
Final Drive Ratio	3.50:1
Brakes	fr-11.3 in Kelsey-Hayes disc, r-10x3 drums
Steering	Recirculating ball
Wheels	15 x 6.5 Steel

PERFORMANCE

	1967 GT-500 w/ 4-speed	1967 GT-500 w/ Automatic
0- 60 mph	6.2 sec	7.2 sec
Standing 1/4 Mile	14.52 @ 101.4 mph	15.5 @ 95 mph
Source	<i>Motor Trend</i> 4/67	<i>Road & Track</i> 2/67