

arms were installed, front ends aligned to Shelby specs and rear traction bars and axle cable limiters were added. The rear-ends were large nine-inch units, shortened and carrying a Detroit Automotive "No Spin" ratcheting differential. The standard Shelby wheels were 15x5 1/2" station wagon rims painted silver with chrome lug nuts and mounted with special Goodyear Blu Dot 7.75x15 tires. As an option, five-spoke 15x6" Shelby aluminum wheels, manufactured for Shelby by Cragar, were offered. These wheels featured a chrome die-cast cap with "CS" in the center.

The interiors received a fiberglass dash pod, an 8000rpm tach, and an oil pressure gauge. A flat 16-inch aluminum and wood steering wheel was installed along with large black and chrome competition seat belts. In place of the rear fold-down seat, the '65 Shelbys had a fiberglass shelf in which the spare tire was mounted.

Outside, the white cars were accented with twin Guardsman Blue racing stripes, a fiberglass hood with functional scoop, and bold blue rocker panel stripes with the GT 350 designation behind the front wheel well.

The '65 Shelby GT 350 was an instant success and a total of 525 were built. For 1966, that number jumped to 2380 with an average price of \$4500. Shelby also produced six GT 350 convertibles (one of which is pictured in this article) and a special series of 936 GT 350 coupes for Hertz Corporation's daily rental business.

Without a doubt, the Shelbys contributed significantly to both the Mustang's overall success and the development of the muscle ponycar era. On the heels of the first Mustangs and Shelby GT 350, came the Chevy Camaro, Pontiac Firebird, AMC's Javelin and AMX, Plymouth's Rapid Transit System and the Dodge Scat Pack. As for the Shelby Mustangs, they continued to be built in Los Angeles through 1967. Following the redesigned '67s, and beginning with the first 1968 cars, production was moved to the A. O. Smith assembly plant in Livonia, Michigan. By 1970, the Shelby Cobra GT 350 and GT 500 had set the styling standards for the factory cars with models like the '69 Mach 1 and Boss 302 echoing the Shelby look. The final year of Shelby production was 1970 (re-numbered '69s), bringing a brief but potent period in Mustang history to an end.

From the Sixties and into the Seventies

In 1967 Ford revised the Mustang for the first time, giving it a fresh, bolder appearance. Ford also knew that Chevrolet was going to introduce the Camaro and the revised styling would make the Mustang an even more formidable competitor. This extended beyond looks alone. Under the hood, an optional 390cid/320bhp big block V-8 was available in addition to the three 289 V-8 variants with either 200, 225 or 271hp. Cruise-O-Matic was also offered across the board as was the 4-speed gearbox for all V-8 models.

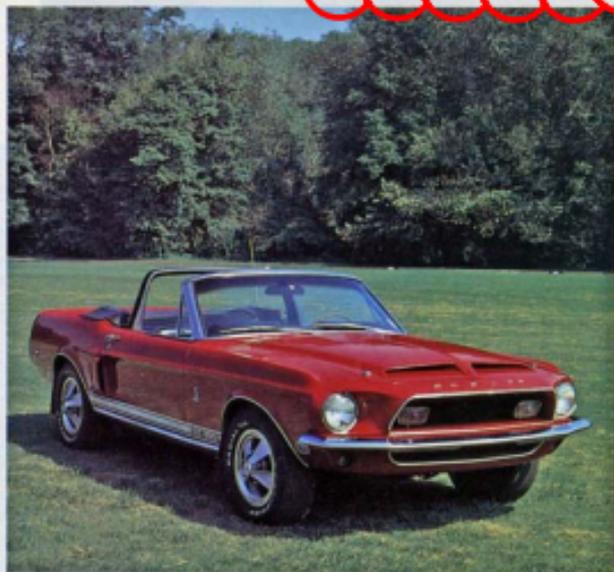
In '67 there were again three models available: hardtop, convertible and fastback. Overall, they were wider and longer than the '65-'66 models, though still on the same 108-inch wheelbase. The suspension was slightly improved to allow better handling at higher speeds and dual hydraulic brakes were introduced.

Inside, the Mustang was also redesigned, although it was more of a design upgrade than a complete change. The dashboard was almost identical, but the instruments were new with two pods (one

offering an optional tachometer) replacing the single gauge and optional Rally Pac used on '65-'66 models. Seating was upgraded but still similar to the previous model. Ford hadn't redesigned the Mustang, just improved upon it. The redesign was reserved for 1969.

Before the all new '69 Mustangs were introduced, Ford sent the competition running for cover with the April 1st introduction of the 1968 1/2 Cobra Jet. This was no April Fool. Under the functional hood scoop, FoMoCo had stuffed a 428cid Cobra Jet engine, the one used as the Shelby GT 500 KR.

Another special model for '68 was the GT/CS. This was sold only in California, and was basically a stock hardtop decked out with Shelby-style accessories, such as a blacked-out grille, fiberglass side scoops, and fiberglass rear deck lid and quarter panel caps identical to the '68 Shelby convertible, forming an integral spoiler. A fiberglass rear panel with Shelby taillights completed the CS look which, of course, stood for California Special. Right, Shelby later remarked that the GT/CS was Ford management's way



One of the 404 Shelby GT350's built in 1968. The assembly of Shelbys moved to Livonia, Michigan following the end of 1967 production.