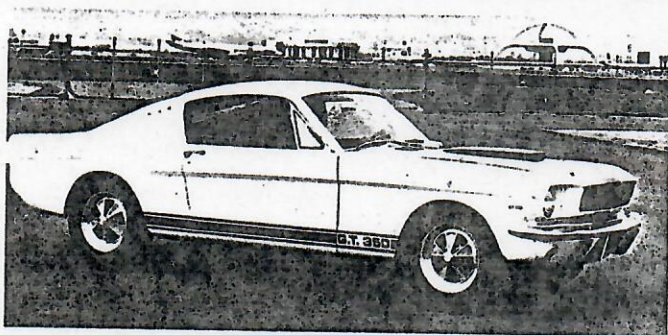


Topside, the 271 horsepower high performance engine, previously cammed to Shelby's specifications, received a 'Cobra' aluminum high rise intake manifold, 715 cfm Holley center-pivot float carburetor, 'Cobra' cast aluminum finned valve covers, a 'Cobra' finned cast aluminum 6.5 qt. oil pan, steel tubing Tri-Y exhaust headers (subcontracted by Cyclone and Belanger), glass-packed low-restriction mufflers and exhaust pipes terminating in front of the rear wheels. Post-Shelby horsepower rating was 306.

A 'Monte Carlo' bar — so-called because a similar part was used on the 1964 Falcon rally cars that participated in the tortuous Monte Carlo Rally — was installed between the fender wells, just forward of the shock towers. This bar increased structural rigidity and eliminated high speed front fender flex. Some cars (about 300) received trunk-mounted batteries — for better weight distribution — while others carried them up front in the normal location. About halfway through the model year, reports of warping fiberglass hoods began to reach the factory. Their solution was to replace the standard hood springs that attached to the hinges with lighter ones. Some dealers simply removed the springs and installed a Falcon hood support rod.

The first generation GT-350s came in one color, and one color only, Wimbledon white. The GT-350 side stripes, which ran along the bottom edge of the door and rocker panels, were blue — the GT-350 logo being 3M adhesive-backed tape



EARLY GT-350 PRODUCTION PROTOTYPE, used for publicity pictures even before some of the Shelby-unique components could be delivered by their subcontractors. Small decal on front fender was originally intended for use on all cars, but was later deleted. This car did not have tach/oil pressure bezel or 'CS' wheel center caps. Wheels were made by Cragar, to Shelby's specifications (15-inch diameter, 6-inches wide, 1/2-inch negative offset); featured chrome rims welded to polished aluminum centers. Picture was taken in back of West Imperial Highway plant, adjacent to Los Angeles International Airport; John Timanus (instructor at Shelby's Driving School) at the wheel.

while the actual stripes were painted on — using 1964 Ford Guardsman blue. The 10-inch center stripes, or 'LeMans' stripes, as they came to be known, were designed by Pete Brock. They were a dealer-installed option, listing for \$64. Some cars received them from the factory. Actually, the 10-inch designation was slightly misleading because the stripes were not a constant 10-inches. They began, down on the lower edge of the front gravel pan, as 9 1/4" stripes, were 9 1/4" at the leading edge of the hood, grew to 10 1/2" at the lower edge of the windshield and continued 10 1/4" at the top of the windshield. They shrank to 10 1/2" at the top edge of the rear window, continued down to 10 1/8" at the lower edge of the rear window, and tapered down to 10" at the bottom of the rear gravel pan. A constant two-inches separated them. The narrow-to-wide-to-narrow sequence negated the optical illusion that constant 10-inch stripes produced; they then appeared much wider at the front of the car.

The hood latching mechanism was deleted and replaced by

an integral, functional air scoop. Actually, there was a series of hoods that were used throughout production. Each was considered to be an improvement over the others. The early cars had a one-piece, all fiberglass hood with a round opening under the scoop which mated with the carburetor (and in the case of the race cars, their plenum chambers). These hoods tended to warp and to crack around the leading edges of the scoop. Subsequent cars had fiberglass hoods that were bonded to metal frames. These hoods were stronger and slightly heavier. They still cracked near the scoop opening. Later 1966 cars had all steel hoods with air scoops stamped in and the, when an acceptable replacement was found, went back to fiberglass with steel frames. In the grille area, the large Mustang horse and grille bars were eliminated and in their place was a Mustang fender emblem which was attached to the mesh grille on the driver's side. A small chrome piece was added to cover the space where the grille bars had attached to the lower lip. All V-8 emblems, rocker mouldings, Mustang scripts and nameplates were left off at the factory. Some cars received a small GT-350 plate that was attached to the rear panel, just to the left of the passenger-side taillight.

Inside, a fiberglass rear shelf replaced the fold-down rear seat. It held the spare tire, which had its own black vinyl cover. On one test car, Shelby engineers installed carpeting over the shelf, in an attempt to evaluate its noise-decreasing potential. It was found to be inadequate. Three-inch chrome-and-black competition quick-release lap belts were added. Originally the supplier was Ray Brown, Inc. but later 1966 cars were from American Safety. A three-spoke wood and aluminum shallow-dished steering wheel was also used. This wheel was more or less identical to the steering wheels used on the rack and pinion 289 Cobras and 427 Cobras. Actually, it came in six different styles — depending upon which contract was in effect at the time that the car was being built.

The wheel used on the early GT-350s was identical to the Cobra wheel. It was 16-inches in diameter and had three slotted spokes and a medium thickness wood rim held by nine rivets. These wheels were used on the first 100 cars (approximately — remember, because they were hand-built, limited production cars, no exact production control was followed; parts were, on many occasions, used on an 'as available' basis). The 15-inch diameter wheels were the most common. Also slotted, they were made in thin, medium and extremely thick wood rims (the wood on the thickest actually came together on the outside edge covering the aluminum completely; it was exposed on all other wheels). The fifth and sixth styles were also 15-inch in diameter, but they had three holes in each of the three spokes instead of the elongated slot. These wheels came in medium and thick wood rims, with the thicker rims having the aluminum exposed on the outer edge. These wheels appeared on the cars built between numbers 175 and 260 (again, approximately). The wheels were attached to the steering column by means of a splined hub, of which there were two types. The early cars used a machined aluminum hub. The body of this hub was 1" thick. The second type was a chrome plated die cast unit. It is, by far, the most common. Wheels attached to the hubs by six countersunk hex screws. In the center of the wheel was a plastic cap with a 'Cobra' emblem in it. Well, actually, there were two different center caps. Both were black plastic with a red, white and blue 'Cobra' logo (identical to some of the 427 Cobra wheel center caps) although one had brighter colors and a slightly larger logo and chrome ring. The horn was activated by a black spring-loaded toggle switch which was positioned on the dashboard, just to the right of the instrument panel.

A black plastic instrument bezel was mounted in the center of

Stripe Specs for Shelby Mustangs

I've had a lot of requests for the specifications for the stripes on Shelby Mustangs. I located the information in an old Shelby American issue of SAAC. This diagram is a copy from Shelby American. Thanks to SAAC for providing it.

Note that the stripes are not equal width. They start narrower in the front and gain width as they progress over the car. Pete Brock designed the stripes for the Mustangs. The 1965 GT 350's had stripes from the factory. According to SAAC, later most, if not all, cars were shipped without stripes. Many 1966 GT 350's were ordered without stripes. Apparently the dealers could install them cheaper than the factory. By 1967, fewer cars received the "rallye stripes". They attracted a lot more attention from the local police. Hardly any 1968 cars were stripped. The distance between the stripes is a constant 2 inches.

