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Tom McCahill Tests America's **3** Greatest Sports Cars!

Cobra 427

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New Mustang GT 350



THE GLAMOR JOB NOBODY WANTS

Chilling Facts About the Gland That Makes You a Man

NEW MUSTANG GT 350



MUSTANG GT 350 is a sports-touring bucket and not a straight sports car, says Tom.



TOM McCAHILL and MI editor Bob Beason at Riverside where McCahill rode Mustang.



GRAND TOURING street version GT 350 had a top speed just a nose-tweak above 130.

THE Mustang GT 350 is the newest sports-type car to hit the streets. Its tamer cousin, the straight Hoss, was introduced a little over a year ago and swept the country faster than a flu epidemic.

Those first sexy-looking Mustangs, as a matter of fact, were largely responsible for the Ford Motor Co.'s excellent balance sheet in '64 because the rest of the Ford line cut few capers for the year.

Before the first Hosses had got more

than a step or two out of the stable they were joined by a new fastback model. Now we have a new saddle on the fastback. To get a Mustang GT 350, Ford sends its standard fastbacks out to Carroll Shelby, the old master driver, in California. Carroll puts his seven elves to work and what went in as a tame little pony comes out as a Growling Tiger 350.

Standard Ford dealers are handling the GT 350, though as you go east from

California's smoking-tire belt you're not likely to find one on display in a showroom. Ford promotion presented the 350 as a conventional sports car but the GT designation actually is more correct in indicating the car belongs in the Gran Turismo group which, in simple Irish, means Grand Touring. As we point out elsewhere in this issue, there has been so much juggling of the term *sports car* that even some of the FIA men can't tell what's running without a program. By any twist of the term it's hard to make the GT 350 out as a sports car. It's a sports touring bucket.

Shelby, who more than tweaked Ford's interest with his early Cobras, is now godfather as well as builder of most of the Ford products destined for the serpentine circuits. Now, in the case of the newest Hoss, he's working his magic on a car designed for both street use and competition.

TEST CAR SPECS

Model Tested: Mustang GT 350	Front Tread: 57 ins.
Engine: V8	Rear Tread: 57 ins.
Displacement: 289 cubic ins.	Weight: 2,880 lbs.
Brake hp: 306	Gas Tank Capacity: 16 gallons
Torque: 329 ft.-lbs.	Tire Size: 7.75x15
Compression: 10.5	Price: \$4,547
Bore: 4.00 ins.	0 to 50 mph: 4.5 secs.
Stroke: 2.87 ins.	0 to 60 mph: 5.9 secs.
Axle Ratio: 3.89	0 to 70 mph: 7.1 secs.
Wheelbase: 108 ins.	0 to 100 mph: 13.8 secs.
Length: 181.6 ins.	1/4-mile: 14.8 secs.
Height: 55 ins.	Top Speed: 130+ mph
Width: 68.2 ins.	

All times recorded on corrected speedometer.

The Shelby operation, in just a few months, outgrew its original plant in Venice, Calif., and has now moved into a huge ex-aircraft barn at the Los Angeles International Airport. From this smoggy setting come the Mustang GTs and the Cobras in their little wicker baskets.

The moment I got aboard this newest Mustang at the Riverside track I knew it was going to be a favorite with me. Here was a rig with all the response of next year's bomb, and it had the feel of a top travel car, too. In several trips around the winding Riverside circuit

this job, with its oversize racing tires and custom suspension, grooved the hardest bends and turns with the ease of a jelly bean going through a six-year-old. The front disc brakes and the extra-wide rear drums wrestle the car down from speed at a fantastic rate.

Of all the cars I tested at Riverside this Mustang was by far the most desirable. In addition to its saloon-fighting characteristics it had the utility feel of a car you would enjoy driving coast-to-coast. Another nice plus is the fact that on a cross-country run not one car in 10,000 could pass without your permission.

The power plant of the new GT 350 is, for all practical purposes, last year's Cobra team engine, which is Ford's 289-cubic-inch performance bag. In the Shelby Hall of Zoom the engines are worked over and come out featuring high-riser intake manifolds and a spe-



FASTBACK model sports ventilating louvers instead of conventional quarter windows.

cial four-barrel carburetor with pivot floats and venturis that resemble the throat of a charging alligator. This hungry beast is fed—to some extent—by a real air scoop located in the center of the fiberglass hood.

Shelby has removed the silly so-called rear seat and replaced it with a fiberglass floor that fits over the spare tire. The steering wheel is the competition-type with wooden rim and aluminum spokes. All the [Continued on page 144]

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Mustang GT 350

[Continued from page 65]

instruments, including a tachometer, are well placed and easy to read.

On the competition GTs, which cost \$1,200 to \$1,500 more than the street version, extra options are added. Some of these are a full racing cam, an oil cooler and an extra-big radiator. Also straight-through exhaust pipes, which will be frowned on in most cities, brake cooling ducts and a roll bar to keep the roof out of your hair. Other options available for competition are a 30-plus gallon fuel tank, magnesium wheels and a fireproof interior.

Our test car was almost full competition—it was the street version with most of the competition options, including the free exhaust. Let's take it for a spin.

Our acceleration runs were made on the short Riverside straightaway. Zero to 50 averaged 4.5 seconds, 0 to 60 came out 5.9, 0 to 70 was 7.1 and 0 to 100 averaged 13.8. The standing quarter averaged 14.8. Top speed was a nose-tweak above 130—and that's about the whole performance ball of wax.

The legroom is excellent. The hardware and windows good. The upholstery is adequate and the steering great. The ease of getting in and out is on the good side, which is a feature in this type of car.

Summing up, Shelby's Mustang GT 350 is one of the greatest American Gran Turismo cars ever offered in this price range. It has looks, high performance and, even more important, it has the road-and-dart ability of a gazelle. The proven Ford engine should insure the endurance of a shark. If you own a ranch on the wide-open prairie the open exhaust shouldn't give you too much trouble but if you live within a few miles of a town it should be street-tamed. If anything was ever created as cop bait, the GT 350 is it. They won't be able to catch you but road blocks will be tough on the exterior finish. *