The 1965 and 1966 GT350 engines were based on Ford's 289 cubic-inch 271-horsepower Hi-Performance V8. The short block, heads, valve train and engine internals were unchanged but Shelby added an aluminum Hi-Rise intake manifold, Holley 715 CFM carburetor, steel tubing exhaust headers, cast-aluminum valve covers and a cast-aluminum extra-capacity oil pan. These parts increased the horsepower rating from 271 to 306. From time to time claims have been made that some of the Shelby pieces were added by Ford at the time the engines were assembled. Steve Sloan puts on his Sherlock Holmes deerstalker cap and wades into

The Tall Grass

– Steve Sloan
sloanx@swbell.net

For several years now a claim has been made that more than a few 1965 GT350s and most (if not all) of the 1966 GT350s received some of their Shelby engine components at Ford – aluminum intakes and valve covers, Holley carbs, and possibly more – with an allowance for sporadic disruptions that might have sent that job back to Shelby American for a short period of time.

As the old saying goes, extraordinary claims require extraordinary proof. What follows is an examination of all the evidence available on this topic to find out if that standard has been met for this claim.

General List of the Evidence:
documents (in chronological order)

[SPECIAL NOTE about Documents – Just because something got printed on paper does not mean that it happened. Many details were discussed, planned, and even ordered on official forms that never happened. In some cases we have records of rejections of written requests. Sometimes other evidence must be examined to determine if a specific request was actually satisfied. Each document below must be taken with a grain of salt and considered in context with the other evidence available before any reasonable conclusions may be reached.]

A. Dec. 30, 1964 – DSO 71-2503
This order for 145 Mustangs to build into 1965 GT350s contained a request for Ford to add "HOLLEY CARB, SPECIAL INTAKE MANIFOLD, SPECIAL FUEL LINE, CAST ROCKER COVERS, ROCKER COVER WASHERS, ROCKER COVER BOLTS." At first glance that looks like proof of Ford installing at least some of the Shelby items to the GT350 engines. Except that request to add those special engine items was denied by Ford via "DOMESTIC SPECIAL ORDER SUPPLEMENT – CHANGE NOTICE, Supplement #2." Here's the pertinent text from that change notice. "Delete: Special Engine, Holley carb, Special Intake, Special Fuel Line, Cast Rocker Covers." And then: "Install: RPO 271 H.P. High Performance Engine."

There was a Supplement #3 that said, "Disregard Supplement No. 2." But that wasn't issued until 7 weeks AFTER the cars had been released from San Jose, and therefore could not have had any effect on their production makeup. So those cars would have been built at Ford with standard 289 Hi-Po engines with no special engine parts added.

[*NOTE: I do not personally have a copy of Supplement #2. But SAAC does, and they provided the above information about that document.*]

B. Dec. 30, 1964 – DSO 71-2504
This order started life as DSO 84-2003 which was dated on 10/2/64. Then it was changed to DSO 71-2502 on 12/30/64. Then it was changed to DSO 71-2504, again dated 12/30/64. This is

an order for 5 R-Models. This DSO contains the same request as DSO 71-2503 for Ford to install some special parts on the engines: "Holley carb, Special intake manifold, Special fuel line, Cast rocker covers, Rocker cover washers, Rocker cover bolts." There seems to be no explanation for why SAI would want Ford to install any of the Shelby engine parts on R-Models that would have their engines worked over in the race shop. And especially why they would ask for "Special Intake Manifold" and "Cast Rocker Covers" knowing those would be removed and replaced by competition versions of those parts.

In any case, that request to add those special engine parts was once again denied by Ford via "DOMESTIC SPECIAL ORDER SUPPLEMENT – CHANGE NOTICE, Supplement #2." Here's the pertinent text from that change notice. "Delete: Special Engine, Holley carb, Special Intake, Special Fuel Line, Cast Rocker Covers." And then: "Install: RPO 271 H.P. High Performance Engine."

As with DSO 71-2503, there was also a Supplement #3 that said, "Disregard Supplement No. 2." But that wasn't issued until 19 days AFTER the cars had been produced at San Jose, and therefore could not have had any effect on their production makeup. So those cars would have been built at Ford with standard 289 Hi-Po engines with no special engine parts added.

Even if Ford did install those parts on these 5 cars, it would be of no consequence to any conclusion on this topic. As R-Models, the engine components in question would have been removed during race engine preparation. And then either discarded or reinstalled by an SAI employee – resulting in the first owner receiving a car that had all its Shelby engine parts installed at Shelby American.

[*NOTE: I do not personally have a copy of Supplement #2. But SAAC does, and they provided the above information about that document.*]

C. January 26, 1965 – MEMO DATED 1-26-65 TO W.L. HOLLER (Spec Order Dept)
This entire document is pertinent to this topic, but the most important portion reads, "WE WOULD LIKE TO INCORPORATE UNIQUES (sic) ENGINE PARTS IN THE C5ZZ-6007-D CODE 554J ENGINE SUPPLIED TO SAN JOSE." This memo once again shows Shelby American's desire to have Ford install some of the Shelby engine components. And the lower portion of this memo contains the first mention in print (to my knowledge) of the "C5ZE-6007-SE370 ENGINE ASSY." Using this memo, and some other documents presented below, it can be determined that this is the part number for a 289 Hi-Po engine with some Shelby accessories installed by Ford. With "SE370" being the critical characters.

[NOTE: While the information in the memo presented here is probably accurate, various discrepancies in the typing, spelling and font make it likely that the copy I have is not a photocopy of the original source document, but rather a retyped version.]

D. February 17, 1965 – Memo. Chuck Cantwell to Peyton Cramer (2 pages).
This is a list (requested by Peyton Cramer) of all the Ford parts being removed from Mustangs during the GT350 production process at Shelby American. It contains 57 individual items – everything from intake manifolds & carbs to rocker covers, oil pans, exhaust manifolds, steering wheels, battery trays and so on. If SAI was removing those parts then they were also installing the special Shelby replacements. This is a clear indication that, as of 2/17/65, Shelby American was installing all the special Shelby engine parts.

E. April 7, 1965 – Staff Meeting Minutes, page 3
Here is the pertinent sentence from this document. "DSO engine changes have resulted in a delay of engine shipments to April 26." This implies that a change in the engine configuration was requested by SAI and accepted by Ford. When taken in context with the next few documents in this list, it becomes probable that this is about engines that Ford is attempting to add "high riser manifolds" to. There may be other engine parts involved like carburetors, valve covers, etc., but if so, they don't get mentioned in these documents. This also looks like the beginning of Ford having problems building engines with special Shelby parts installed at the Cleveland Engine Plant.

F. April 27, 1965 – Staff Meeting Minutes
Here is the pertinent information from this document. "Nuznoff reported that 145 engines, less high riser manifolds, were shipped yesterday from Cleveland to San Jose, with 100 more scheduled for immediate shipment. We must procure the manifolds and install them here." This indicates that Ford was attempting to install the "high riser manifolds," on some engines, but couldn't do that for some reason. With the result that those intakes would have to be installed at Shelby American. This is important because it shows Ford making a serious effort to install at least one of the Shelby engine parts at the Cleveland Engine Plant. And it also shows that Ford (as of April 27, 1965) was unable to complete such engines.

[NOTE: Shipping engines from Cleveland to San Jose "less high riser manifolds" does not mean shipping them with no intake manifolds at all. One hard and fast rule was that cars must be driven off the assembly line at San Jose. So those engines almost certainly shipped to San Jose with Ford cast iron intakes.]

May 3, 1965 – 1966 GT350 PRODUCT MANAGEMENT MEETING
This document discusses some near-specification (carryover) and full-specification 1966 GT350 details. There is no mention of the engines except that they "will be essentially the same as 1965." I have only included it in this list because it was once presented as some sort of proof on this topic. It is not.

G. May 4, 1965 – Staff Meeting Minutes, page 3
Here is the pertinent text from this document: "Delay in completing engines at the Cleveland Engine Plant because of defective manifolds from Dearborn Steel and Tube is affecting the availability of units for our production. The report in last week's Minutes from Gerry Nuznoff of 145 engines being shipped to San Jose was in error. It is expected that only about 30 engines will be shipped by the end of this week." This is an update and correction to the information in the April 27th Staff Meeting Minutes. Again, this shows that Ford was attempting to build engines with Shelby intake manifolds installed at the Cleveland Engine Plant, but having trouble and running into delays accomplishing that. As far as we can tell, no such engines had been completed as of the date of this document. Apparently 30 engines were expected to be completed and shipped by the end of that week. There are no documents to indicate whether that happened or not.

H. May 7, 1965 – Intra-Company Communication
This has an example of manifold castings that need to be ordered in July for July delivery and early August machining. With middle August shipment to the Cleveland Engine Plant, and late August engine shipment for September car build. Up to this point it appears that Ford has experienced nothing but trouble and delays in attempting to install the high riser manifolds. As of May 4, 1965 (just three days before this ICC), the staff meeting notes indicate that Ford had not accomplished that yet. But it looks like someone still thinks Ford will be able to do that eventually, because this ICC shows planning for Ford to install the Shelby intake manifolds on engines for the upcoming 1966 GT350s. (With an expected build date in September, those would be full specification 1966 GT350s.)

I. June 16, 1965 – DSO 71-2510
This is one of a pair of DSOs that constitute the first orders for 1965 Mustangs that would be built into 1966 GT350s (carryovers). This order is for 67 rear seat cars, and (along with companion DSO 71-2509 for some package tray cars) represents the start of 1966 production. And SAI is requesting that Ford install engines with some Shelby parts already added via this DELETE / INSTALL request:
•DELETE ENGINE ASSY C5ZE-6007-D554J (that would be the stock 1965 Ford 289 Hi-Po)
•INSTALL ENGINE ASSY C5ZE-6007-SE370 (that would be the 289 Hi-Po with some Shelby parts installed by Ford)

That would seem to be solid evidence of Ford installing some of the Shelby engine parts; except that Howard Pardee says that was not done. That request was denied by Ford and those cars shipped to SAI with stock Ford 289 Hi-Po engines. And, according to Howard, that request was never repeated after that date – at least not in any of the documents he has covering the production of the 1965-66 GT350s.

J. July 23, 1965 – Undefined Document
(This document was created on May 19, 1965, but the part that matters is dated July 23, 1965 – hence its placement here.) This document contains the following pertinent text: "ATTACHMENT #1 7/23/65 CHANGE TO 68 UNITS TO BE EQUIPPED WITH 289 HI-PO ENGINE IN PLACE OF DSO ENGINE 554-J-3-SE370. THESE ENGINES WILL BE CONVERTED LATER BY SHELBY TO THE 554-J-3-SE370." Followed by: "NOTE AT BOTTOM TO X.HOLEY (SPEC ORDER ACTIVITY" SAYING "THE ENGINE PLANT IS UNABLE TO MAKE THE SPECIAL ENGINES BEFORE MODEL CHANGEOVER." In this document they are almost certainly talking about the 67 cars in DSO 71-2510. It appears that Shelbyized engines (554-J-3-SE370) are not available from Ford at this time, and would not be available before the model changeover. It looks like Ford still hasn't got a working process in place for adding Shelby parts to the engines, and did not expect to accomplish that goal any time soon. The data in this document backs up Pardee's information that the Shelbyized engine request on DSO 71-2510 was rejected by Ford.

[NOTE: While the information in this memo may be accurate, the copy I have may be a retype instead of a photocopy of the original document. The font used is unlike any other known Shelby or Ford documents.]

K. Sept. 17, 1965 – DSO 71-2601
This is for the first cars that will be 1966 chassis and built into full specification 1966 GT350s. This order specifies the "289-4V HIGH PERFORMANCE ENGINE." There is no mention of deleting the standard 289 Hi-Po and replacing it with one having some Shelby components already installed by Ford. This backs up Pardee's information that SAI's request to do that was not repeated after being rejected for DSO 71-2510. This stands in contradiction to what we saw in the May 7, 1965 Intra-Company Communication. In that ICC clear plans were made to have Ford install the cast intake manifolds for these cars at the Cleveland Engine Plant. It looks like there was a change in those plans sometime between May 7th and September 17th.

L. October 26, 1965 – Staff Meeting Minutes, page 2
Here is the pertinent text: "GT350 – The new hi-riser manifold for the automatic is expected by Friday and production of automatics will start on Monday." This short sentence requires some examination. Certainly a few things need to be clarified.
•1. It does not say where those manifolds are expected to be received on Friday – Shelby American or some Ford plant.
•2. It does not say where "production of automatics" will start on Monday – Shelby American or some Ford plant.
•3. The phrase "production of automatics" is also unclear. The word "automatics" could be short for automatic transmission cars or it could be a reference to engines for automatic transmission cars.

Useful Fact #1 – The intakes mentioned would be the first ones to be cast and tapped to supply vacuum to an automatic transmission.

Useful Fact #2 – The first (non-prototype) automatic transmission GT350 to leave Shelby American was 6S257. It was picked up from SAI by Hi-Performance Motors on 11/1/65. Nine more completed auto trans cars were shipped out from SAI on 11/15/65 and others were shipped in the next couple of days. There were a total of about 41 cars completed and shipped by the end of November. Most if not all of them were probably at Shelby American on or before 10/26/65.

Based on the wording used in other Shelby American documents, the text in this staff meeting is probably referring to the arrival of those manifolds at SAI and the production of automatic transmission GT350s there at Shelby American. When the Cleveland Engine Plant was part of the discussion it was generally mentioned. But just to be sure, let's examine the possibilities.

•1. Could they have meant the arrival of manifolds for auto trans engines at the Cleveland Engine Plant on Friday, 10/29/65? And production of auto trans engines at that plant to start on Monday, 11/1/65?

NO. That can't be the explanation. The first of the auto trans GT350s were probably at SAI on (or before) 10/26/65. The first (non-prototype) automatic transmission GT350 (6S257) was picked up from SAI by Hi-Performance Motors on 11/1/65. If production of the auto trans engines started at Cleveland on 11/1/65, it would be impossible for a completed GT350 of that specification to be at SAI on that same day.

•2. Could they have meant the arrival of manifolds for auto trans engines at the Cleveland Engine Plant on Friday, 10/29/65? And the production of auto trans cars at San Jose to start on Monday, 11/1/65?

NO. That can't be the explanation. If those manifolds were delivered to the Cleveland Engine Plant on 10/29/65 it's unlikely that those engines could have been completed there, shipped and be ready for installation in cars at San Jose three days later on 11/1/65. But even if that happened, it's impossible for a car produced at San Jose on 11/1/65 to be a completed GT350 available for pick up at SAI on that same day.

•3. Could they have meant the arrival of manifolds for auto trans engines at Shelby American on Friday, 10/29/65? And production of auto trans cars at SAI to start on 11/1/65?

YES. This is the only explanation that would allow for an auto trans GT350 to be available for pick up from SAI on Monday 11/1/65. Most likely that car had already received all its other Shelby modifications and just needed its intake and carb to be completed.

So that sentence from that staff meeting had to be about things happening at SAI: the arrival of those intakes on Friday, 10-29-65 at Shelby American. And the start of production of automatic transmission cars on Monday, 11-1-65 at Shelby American. That's the only way they could have completed an auto trans GT350 to be picked up there at SAI on Monday, 11/1/65. This staff meeting document indicates that in the late October/early November, 1965 time frame, Shelby American was installing the Shelby intakes.

Documents Summary. In late 1964 and continuing into 1965 we have Shelby American installing the Shelby engine parts and making plans for Ford to take over some of that job – but mostly getting rejected by Ford when placing formal requests for that. Eventually we see Ford involved in a problem-plagued attempt to install high riser intakes; with no documents indicating whether they ever succeeded. Shortly after that we have more plans being made for Ford to install the intake manifolds, but Ford is back to rejecting such requests. Followed by evidence that SAI is continuing to install the Shelby engine components themselves, and has stopped asking Ford to do that – at least through the end of 1966 production.

Photo/Video Evidence

•**M.** There are several photos of SAI installing the Shelby engine components on 1965 and 1966 GT350s. Those are widely reproduced and broadly available.

•**N, O, P.** There is a French video about Carroll Shelby which shows Shelby American producing 1966 GT350s and installing the Cobra intakes in the process. The 1966 SAI assembly line can be seen between the 1:45 and 2:35 time marks. At 2:15 you can see Shelby employees installing a Cobra intake and carb. The entire video can be found by copying and pasting this link into your browser: **http://www.ina.fr/contenus-editoriaux/articles-editoriaux/1966-carroll-shelby-de-pilote-de-course-a-ingenieur-automobile**

•I've seen one photo showing one engine in a loading dock area at Ford that "might" have cast aluminum valve covers. You can't tell for sure if those are cast valve covers or not, much less draw any conclusions about the vehicle that engine was destined for.

Summary of Photo/Video Evidence

There are pictures and a video showing Shelby American installing Shelby engine components on 1965-66 GT350s. There are no pictures or videos showing Ford doing that. Although it's fair to note that, while there was good reason to capture SAI's efforts on film, there was no corresponding motivation to document the work at the Cleveland Engine Plant with photos or videos.

Eyewitness Accounts

•Chuck Cantwell (Project Engineer for the Shelby GT350 program). In his book, "Shelby Mustang GT350 – My Years Designing, Testing and Racing Carroll's Legendary Mustangs" Chuck indicates that the GT350s were receiving their Shelby engine components at Shelby American through the end of 1966 production. Here's a quote from page 112 where he's talking about the manufacture of the convertibles at the end of 1966 production. "*When the convertibles arrived at the beginning of June, we ran them down the produc-*

tion line, just like all the fastbacks, where they got the usual GT350 treatment: hood scoop, side stripes, traction bars, headers, aluminum engine accessories, and chrome "Magnum 500" wheels (which we actually shipped to San Jose, where they were installed on the line)." This clearly shows that "the usual GT350 treatment" included receiving the "aluminum engine accessories" on the production line at Shelby American – at least through the end of 1966 production.

•Chuck Cantwell. When asked specifically if Ford installed the Shelby engine accessories on any of the 1965 or 1966 GT350's he replied, "*NO, NO, NO!*" And then went on into some of the details. I'm not including his entire verbatim answer here because it was quite long and it was a private discussion. Besides, his first three words pretty much sum up his answer on this question.

•Bruce Junor (Manager of Production Operations at Shelby American during 1965 GT350 production). Randy Gillis talked to Bruce Junor about this several years ago. Bruce said having Ford do this was tried, but the job went back to Shelby American. I spoke with Bruce about this in July of 2022 and he said that Ford did NOT install any of the Shelby engine components while he was there.

•SAI Line Workers. Randy Gillis has talked to some of the "line workers" who actually did this work back in the day. They say they installed the Shelby engine accessories in 1965 and 1966.

Summary of Eyewitness Accounts

Everyone we talked to who was there when the cars were being built says that Shelby American installed the Shelby engine components on all the 1965-66 GT350s. I realize this is 50-plus years after the fact, and memories can fade and play tricks on a person. So it's fair to question this type of evidence based on memory. But when everyone questioned who witnessed an event agrees in their recollections, it's hard to believe they can all be mistaken.

Physical Evidence

•Leftover Ford Intakes, Carbs, Oil Pans, Valve Covers and more at Shelby American. As SAI removed those Ford engine parts and replaced them with the Shelby versions, the discards piled up at Shelby American. According to Bruce Junor, getting rid of those was a full time job for someone. Chuck Cantwell recalls that at one point the airport officials submitted an edict to SAI to, "*Remove them now.*" We don't know where they all went, but a large batch was sold to Bob Vickery for $50 and a promise of quick removal from the airport premises.

•Black Painted Intake Manifolds. There have been a small number of late 1965 and early 1966 GT350s reported to have been delivered to the first owner with black painted Cobra intakes – 14 at last count. Bruce Junor says that the most likely place for anything "non-standard" like that to occur was at the Ford dealerships, but he stopped short of suggesting that as the explanation for those painted intakes. It doesn't seem likely that SAI would do such a thing, but we all know that odd things sometimes happened during production at Shelby American. It seems more likely that if Ford slipped those aluminum intakes into its standard engine production process that they might have gotten painted black with the engine blocks – just like all the cast iron intakes installed on 289 Hi-Po engines in 1965.

Which leads to an explanation that seems plausible if not 100% provable. Those might be some of the 30 engines mentioned on page 3 of the May 4, 1965 Staff Meeting Minutes. Maybe those 30 engines (or at least 14 of them) did get completed with high riser manifolds installed by Ford, and those intakes got painted black in the production process. Considering all the troubles and delays encountered in that process, Ford could not have been happy. And when someone at Shelby American saw the resulting black intakes, they could not have been pleased either. We know that Ford rejected the request to add Shelby engine components the next time it was submitted (on DSO 71-2510). And that request does not show up again on any of the known orders for the rest of the 1965-66 cars. So it's not too big a stretch to think that Ford had enough of that project, and SAI was not going to press the point. Bruce Junor likely summed it up best with his statement that having Ford do this was tried, but the job went back to Shelby American. Those black painted intakes were probably the result of Ford's try. And the problems encountered and results obtained doomed that program – at least until the end of 1966 model year production. Of course that's all just an educated guess, but it does match with the available evidence.

If it is true that those cars received their Shelby intakes at Ford, then it would be reasonable to believe that they were the first to do so. The black paint on those intakes was almost certainly a mistake that would only be made on a first-run batch of engines, and not repeated. This leads to the likelihood that any cars produced before the painted intake cars, did NOT receive their Shelby engine parts at Ford. Supporting the determination above that the request for Ford to install special engine parts on DSOs 71-2503 and 2504 was not fulfilled.

It should be noted that six of the known black painted intake cars are 1965 GT350s, but the other eight cars are carryovers. The documents indicate that SAI installed the Shelby engine parts on all the 1966 GT350s – including the carryovers. But the physical evidence is clear. Those eight carryovers almost certainly received those intakes at Ford. One explanation is that the delay in producing those engines pushed them be installed in cars well past the ones they were originally intended for. But that's just speculation. And while it fits the known facts, cannot be proven at this time.

Bottom line: because there were at least 14 black intakes, they were almost certainly installed and painted by Ford. That can't be 100% proven, but it's the best explanation presently available. If it was only two or three you might be able to attribute it to a dealer. But not 14.

•Painted Intake Bolt Heads – On the 1965-66 GT350s the heads on the intake manifold bolts are painted the same color as the engine. On occasion that has been offered as proof that Ford installed those aluminum intakes. That's not true. It only proves that the aluminum intakes were swapped on at some point after the engines were painted, and those bolts were reused. That swap could have been at Ford or Shelby American. So this bit of physical evidence, while interesting to know, proves nothing about who installed those aluminum intakes.

Summary of Physical Evidence

The leftover Ford engine parts that piled up around Shelby American prove that, at the very least, SAI installed the Shelby engine components on a lot of 1965-66 GT350s. The handful of cars with black painted intakes almost certainly received those at Ford.

Other Evidence

•2019 Edition, 1965 Shelby Registry
In presenting the history of the 1965 GT350s, there is some discussion on page 10 of how the cars were assembled at Ford. Here's the pertinent sentence, "*The engine was left untouched: intake manifold, valve covers, and oil pan would have to be replaced at Shelby American.*" And there is no mention of that process changing at any time during the 1965 model year. While this is not an official document from the 1965-66 production time period, it is what SAAC (with their vast knowledge and resources) thinks happened.

•2019 Edition, 1966 Shelby Registry
In presenting the history of the 1966 GT350s, there is some detailed information about the carryovers. In that discussion (on page 7) the text reads, "*The cars were, otherwise, 1965 GT350s mechanically, with the 289 Hi-Po engines receiving Cobra aluminum parts – intake manifold, valve covers and oil pans – as they went down Shelby American's assembly line.*" So, according to SAAC, the carryovers received their Shelby engine components at Shelby American. And there is no mention of that process changing at any point in the production of the 1966 GT350s. Again, this is not an official document from the 1965-66 production time period, but does represent what SAAC thinks happened.

Summary of Other Evidence

SAAC is promoting the idea that Shelby American installed all the Shelby engine parts on all the 1965-66 GT350s. I'm not aware of any organization or publication promoting the idea that Ford installed any of those engine components.

Weighing the Evidence

Supporting the idea that SAI added the Shelby engine parts on all the 1965-66 GT350s:

•Chuck Cantwell
•Bruce Junor
•Some SAI line workers
•SAAC
•Documents showing Ford rejecting multiple requests from SAI to install Shelby engine parts
•Documents showing that SAI eventually quit asking Ford to install any of the special Shelby engine parts
•Documents indicating that SAI was installing the special Shelby engine components throughout the 1965-66 production time period
•Several pictures of SAI installing the Shelby engine accessories on 1965-66 cars
•A French video showing 1966 GT350s receiving Cobra intakes at SAI
•The physical evidence of the many Ford intakes, carbs, oil pans, valve covers and more that piled up around SAI until they had to be disposed of

Supporting the idea that more than a few of the 1965 cars and most (if not all) of the 1966 cars received some Shelby engine parts at Ford:

•Documents that show SAI planning to have Ford install some of the Shelby engine parts
•Documents showing SAI placing formal requests for Ford to install some of the Shelby engine parts
•Documents showing Ford attempting to install aluminum intakes on engines, but having problems accomplishing that
•A few cars with black painted intakes when delivered to the first owners

Bringing It All Together

Let's see what we can reasonably determine from all the evidence presented above.

The removed Ford engine parts that piled up around SAI and had to be disposed of prove that a LOT of cars received their Shelby engine accessories at Shelby American. According to the people who were there at the time (Chuck Cantwell, Bruce Junor and some of the line workers) all the 1965-66 GT350s received their Shelby engine parts at Shelby American. And there are documents, pictures and a video to back that up. And SAAC agrees.

While that may all be true, some of the evidence tells a more nuanced story that deserves consideration.

There are documents at various points during 1965-66 GT350 production showing SAI installing the special Shelby engine parts, but making plans for Ford to do some of that work. When orders were placed requesting that, they were generally rejected. But it appears that at least one order of that type must have been accepted by Ford. A few staff meeting minutes in the April–May 1965 time frame show Ford attempting to install aluminum intakes…but encountering problems and delays. We have no documents to prove whether Ford ever completed such an engine.

The engines with black painted intakes were probably produced in that general time period and were almost certainly the result of Ford installing those at the Cleveland Engine Plant. If so, that didn't work out very well, and could not have pleased Ford or Shelby American.

Shortly after the reports of Ford's difficulty in installing high riser manifolds we see more plans for Ford to install cast manifolds in the future. But the next time a formal request was placed to have special Shelby engine

parts installed at the Cleveland Engine Plant (on DSO 71-2510) it was rejected by Ford. And requests for Ford to install any of the Shelby engine components do not show up again on any of the known documents through the end of 1966 model year production.

That's backed up by the Staff Meeting Minutes dated 10/26/65 indicating that Shelby American was installing the Shelby intakes on the 1966 GT350s at SAI in the late October/early November, 1965 time period. Plus the photos and a video of Shelby American installing the special Shelby engine parts on 1966 GT350s.

So, it appears that plans were made, actions were taken, and problems and delays resulted; with no proof that Ford ever accomplished the task of adding Shelby parts to any engine that was installed in a 1965-66 GT350 – with the notable exception of the painted intake cars. It seems almost certain that Ford installed those few Shelby engine parts.

Conclusion

With the exception of a few cars with black painted intakes (14 known at this time), all the 1965-66 GT350s received all their Shelby engine components at Shelby American – not Ford.

This conclusion is supported by ALL the known evidence.

The standard of extraordinary proof has not been met for the extraordinary claim of Ford adding Shelby engine components to more than a few 1965 GT350s and most (if not all) of the 1966 GT350s.

If you wish, you could say that claim is partially true. The 14 cars with black painted intakes would seem to fit within that assertion. But the other 2,926 1965-66 GT350s definitely do not.

Supporting Documentation

A

SPECIAL ORDER

COMBINED SALES ORDER AND MANUFACTURING AUTHORITY TO PRODUCE VEHICLES AS SCHEDULED

SAN JOSE

71-2501

71-2503

12/30/64

145

BLACK (26)

3.89:1 NO SPIN

SEE BELOW

CALIF. 4V1 TYPE CLOSED EMISSION SYSTEM - DELETE SEAT BELTS & ANCHOR BOLTS.

JAN 1

B

SPECIFICATIONS TO BE IDENTICAL TO DSO 71-2501 EXCEPT AS FOLLOWS:

- ALUMINUM INTAKE MANIFOLD
- (Franklin Prods.)
- C3RA-6582-C / C4RA-6582-A
- (354610-340)(GARRETT)
- (20364-38)(BIRDSALL & WARD)
- (KELSEY-HAYES)
- (SIMILAR TO

DEFAULT J. SMITH, SPECIAL VEHICLE DEPT. FORD, EXT. 32-28839 FOR FURTHER INFORMATION.

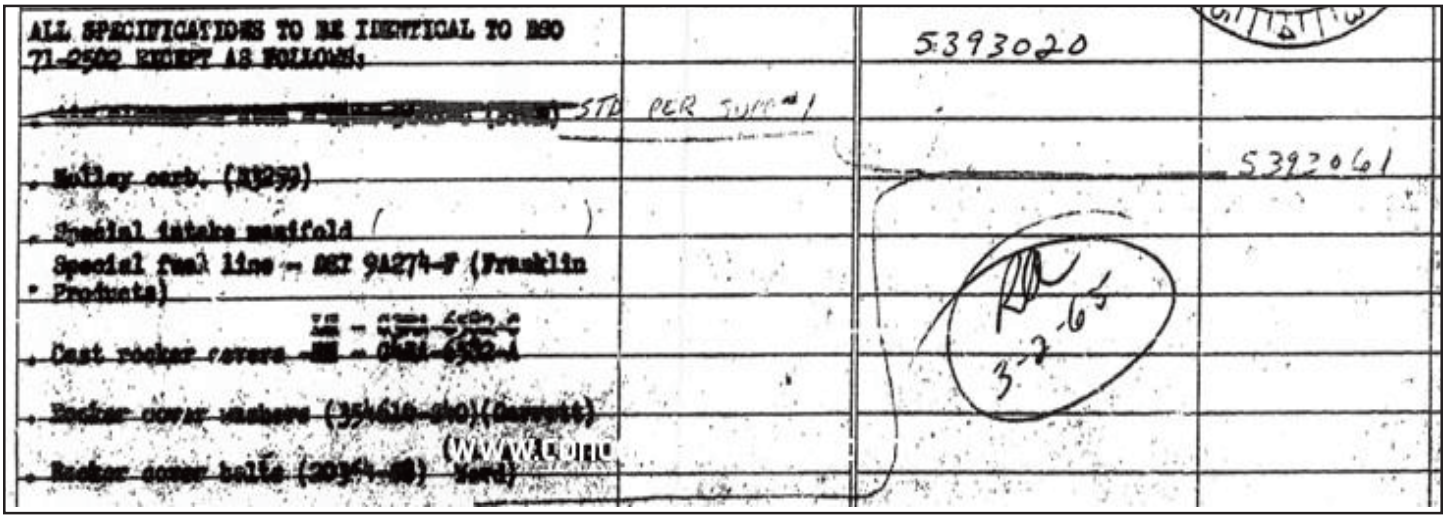
BONDED ORDER YES NO

3/15/65

4 - ENGINEERING

NE

B



ALL SPECIFICATIONS TO BE IDENTICAL TO DSO 71-2502 EXCEPT AS FOLLOWS:

5393020

[redacted] STD PER SUPP #1

Holley carb. (R3259)

Special intake manifold

Special fuel line -- SET 9A274-F (Franklin Products)

5392061

Cast rocker covers -[redacted]

Rocker cover washers (354618-S40)(Garrett)

Rocker cover bolts ([redacted]) (WWW.MUSTANG)

C

MEMO DATED 1-26-65 TO W. L. HOLLER (SPEC ORDER DEPT)

CC: TO W. HAMANDS, S. SMITH, AND C. VAN ALVIN

SUBJECT: SHELBY AMERICAN MUSTANG GT 350.

SHELBY AMERICAN IS CURRENTYL PRODUCING THE MUSTANG GT 350 ORDERING SPEC. DSO VEHICLES FROM SAN JOSE ASSY. PLANT.

WE WOULD LIKE TO INCORPORATE UNIQUES ENGINE PARTS IN THE C5ZZ-6007-D CODE 554J ENGINE SUPPLIED TO SAN JOSE. (SEE ATTACHED LIST).

PRIOR TO INCORPORATING INTO THE DOS PACKAGE, MARCH BUILD WE WOULD APPRICATE THE NEW ENGINE PRICE BEFORE COMITMENTS CAN BE MADE.

PARTS ARE CURRENTLY AVAILABLE AT SHELBY AMERICAN AND COULD BE TRANSFERRED DIRECTLY FROM THEM TO E&F DIVISION, CLEVELAND ENGINES PLANT.

YOUR USUAL PROMPT ATTENTION WILL BE APPRICATED.

C. W. HUNZOFF

PRUCHASING

FORD DIV.

JOHN ATZBACH COLLECTION

TTACHMENT

C5ZE-6007-SE370	ENGINE ASSY
ZA-7003-A	TRANS & EXTENSION ASSY.
AZ-9369-A	TUBE ASSY FUEL PUMP TO CARB

D

2/17/65

File

M E M O R A N D U M

TO: PEYTON CRAMER

FROM: CHUCK CANTWELL

SUBJECT:

Following per request are part numbers of parts removed from Mustang GT 350's during the process of production:

Quantity	Part Number	Description
1	C5ZZ 9510-D	Carburetor - High Performance
1	C4OZ 9424-D	Intake Manifold - High Performance
1	C5ZZ 9430-A	Manifold - Exhaust R.H.
1	C3OZ 9431-A	" " L.H.
1	C5ZZ 5A212-E	Exhaust Extension R.H.
1	C5ZZ 5A213-B	" " L.H.
1	C5ZZ 5246-E	Pipe Assy. - Muffler Inlet
1	C5ZZ 5230-C	Muffler Assy.
4	C5ZA 2018-B	Disc Brake Pads
1	C5ZZ 3600-F	Steering Wheel Assy.
1	C2AZ 4204-B	Differential & Case Only (100 total pc:
1	C5AZ 6675-B	Oil Pan
1	C4AZ 6582-B	Rocker Cover L.H.
1	C4AZ 6582-A	Rocker Cover R.H.
1	C5ZZ 3352-A	Steering Idler Arm
1	C5ZZ 3590-A	Steering Pitman Arm
2	C5ZZ 18124-B	Front Shock Absorber
2	C5ZZ 18125-B	Rear Shock Absorber
1	C5ZZ 10732-A	Battery Tray
2	AOA 10718-A	Clamp-Battery Hold down
1	C2RZ 14300-H	Positive Battery Cable
1	C5AE 9369-F	Fuel Line - Pump To Carburetor

100 plus per month 5.5 X 15 steel wheels or 6.0 X 15 steel wheels on 4.5 bolt centers - Ford pattern. (No Ford part number.)

1	R.H. & L.H. Rear Brake Assembly 10 inch Disc X 1 3/4 wide as follows:	
2	C3OZ 1126-B	Drum Brake
~~1~~		~~[illegible]~~
2	C3OZ 2200-A	Shoe & Lining
2	C3OZ 2007-A	Shoe & Lining
2	91 A 2106	Retainer, Parking Brake Lever
2	351467-S	Washer

D

Quantity	Part Number	Description
2	CISS 2A179-A	Guide, Brake Shoe Adjusting Le\ e
1	COLL 2A176-A	Lever, Brake Shoe Adjusting R.H
1	COLL 2A177-A	" " " " L.H.
2	C2OZ 2035-C	Spring, Brake Shoe Retracting
2	C2OZ 2A178-A	Cable Ass'y. Brake Shoe Adjusting
2	C3OZ 2048-A	Socket - Brake Adjusting Screw
1	C2OZ 2041-A	Screw - Brake Adjusting - R.H.
1	C2OZ 2041-B	" " " L.H.
1	C2OZ 2047-B	Nut, " " L.H.
1	C2OZ 2047-A	Nut, " " R.H.
2	CISS 2049-A	Spring, " " " Screw
2	B7A 2066-A	Cup, Brake Shoe Hold Down
2	H-2068	Spring, " " " "
2	B7A-2069-A	Pin Shoe Hold Down Spring
2	8A-2092	Cover - Brake Adjusting Hole
1	C2OZ 2211-F	Plate Ass'y. Rear Brake Carrier-R.H.
1	C2OZ 2211-E	" " " " " L.H.
1	C3OZ 2261-B	Cyl. Ass'y. Rear Brake - R.H.
1	C3OZ 2262-B	" " " " L.H.
2	B7A 2042-A	Link, Brake Shoe To Cyl.
2	C2OZ 2A601-A	Spring, Parking Brake Link
2	C2OZ 2A642-A	Link
1	C2OA 2A637-A	Lever Ass'y. R.H.
1	C2OA 2A638-A	" " L.H.
2	351467-S	
2	372583-S	
2	351939-S	
2	34941-S	
2	20310-S	

cc: Bruce Junor
Al Dowd

E

GT-350 Production (continued)

Junor — A tire balancing problem still exists with GT-350 mag wheels. Anfang states that dynamic balancing is extremely expensive. Based on his conversation with McLean, Anfang proposes to check dynamic balance of wheels already statically balanced by him and installed on PR cars to determine extent of the problem.

Junor/Lake should arrange to have three PR cars with statically balanced wheels delivered to Anfang for rebalancing dynamically. Anfang should report results.

Junor — McLean and Cramer reported over-filling of GT-350 batteries and poor tie-downs were causing severe problems. Nearly every GT-350 received by dealers has battery corrosion problems and in some instances, the batteries have broken loose during transit. Junor to investigate and report corrective measures.

JOHN ANFANG COLLECTIO

Junor — There is a shortage of chrome wheels for the 289 Cobra. Junor will investigate to determine whether any chrome wheels on PR Cobras or Company cars can be cleaned up and offered at slight discount to satisfy customer requirements.

Remington — Remington was not present and no report was made on horn switch location or placement of side mirror. A carpet has been installed in one PR GT-350 to test noise deadening qualities; cost somewhat over $4.

Junor — DSO engine changes have resulted in a delay of engine shipments to April 26. The February build of Mustangs is now nearly completed (100 units). The March build (150 units) will start to come into our plant about May 1.

Martin — Accounting is investigateing the possibility of working out an arrangement with Chuck Nieman-Ford, to provide a buy-back program from Ford for the parts removed from the GT-350 in our production. This would allow a credit to be generated and the parts to be used in the Ford "Parts Reconditioning Center" in Los Angeles, rather than to sell these parts for scrap at a discount to parts rebuilders.

F

GT-350 Production (continued)

Cantwell is in Dearborn this week to obtain all information on the 1966 Mustang. A product planning meeting will be held this week to freeze the 1966 GT-350.

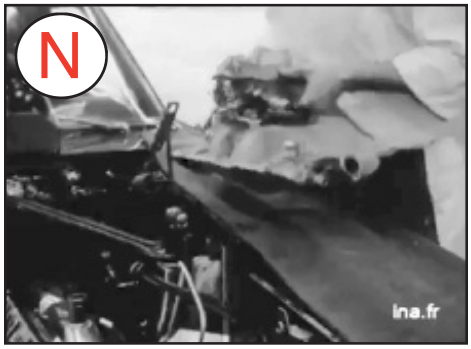
Nuznoff reported that 145 engines, less high riser manifolds, were shipped yesterday from Cleveland to San Jose, with 100 more scheduled for immediate shipment. We must procure the manifolds and install them here.

A mounting template and side mirror recommendation has been developed.

Remington

M

N



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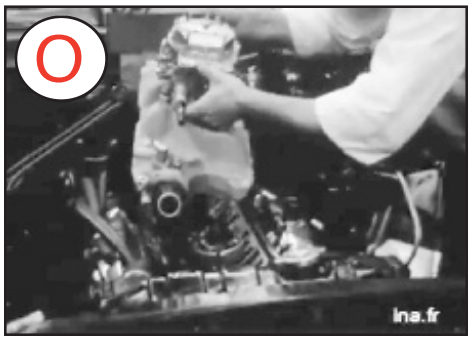

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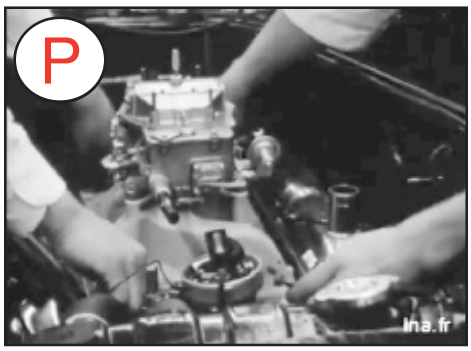

Assembly line photo [*left*] was most likely staged for the photographer. Note all of the Shelby unique parts are in the photo.

G

GT-350 - Sales (Continued)

Copiter — The inventory, at the present time, includes two new automatic 289 Cobras and two new 289 stick shift Cobras, as well as five used 289 Cobras owned by Ford and three used S/A Cobras.

At the request of Messrs. Shelby and Geddes, five Cobras will be kept indefinitely, including Serial #1 and Mr. Shelby's automatic. Three of these five will continue to be used by the PR Department.

The franchised dealer program includes 29 signed high performance dealers.

JOHN AZBACH COLLECTION

GT-350 - Production

Junor — Production of GT-350s for month of April was 86 units. May projection is projected at 140 units, subject to availability of cars from San Jose. Delay in completing engines at the Cleveland Engine Plant because of defective manifolds from Dearborn Steel and Tube is affecting the availability of units for our production. The report in last week's Minutes from Gerry Nazzoff of 145 engines being shipped to San Jose was in error. It is expected that only about 30 engines will be shipped by the end of this week.

A new production schedule through September 30 is being developed and will be coordinated with Dearborn and San Jose by Junor.

A production planning meeting on the 1966 350 was held on May 3. The Minutes are attached and should be reviewed by all concerned.

It is reported that the GT-350 muffler system is illegal because of noise in Florida and New York states and in New Jersey because the exhaust exits are in front of the rear wheels.

Ford Motor Company

FORD DIVISION

Intra-Company Communication

GENERAL OFFICE

May 7, 1965

To: Mr. J. McLean

cc: Messrs. C. Cantwell
W. M. Edmands
R. A. Geddes
R. A. Hulce
B. Junor
S. B. Smith
K. C. Van Akin

Subject: 1966 Mustang GT-350 Program

It is essential that the 1966 Mustang GT-350 vehicle be finalized by June 1, 1965. Firm orders must be in the hands of the DSO (Dealer Special Order Section) by June 15, 1965 in order to meet the car build schedules submitted.

DSO orders must be placed with suppliers on some items by July 1, 1965 such as engines, transmissions, rear axle assemblies and front disc brake assemblies.

Examples

Manifold Castings - Order placed in July for July delivery.
Early August machining.
Middle August shipment to Cleveland Engine Plant.
Late August engine shipment for Sept. car build.

Rear Axle Assy. - Cermatalix linings and no spin orders early July for late July delivery to Transmission & Chassis Division.

Rear Axle Assy. build at T & C for delivery late August for Sept. car build.

Float & transit time is not even included in the examples mentioned above.

Firm orders must cover the first three months, including the type of vehicle required. Each month thereafter an additional months requirements must be submitted to the writer to be resubmitted to the DSO Section.

Your prompt attention will be appreciated.

G. W. Nuzhoff
Purchasing

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I

CONTINUED

SPECIAL VEHICLE ORDER AND SPECIFICATIONS

PAGE	F.S.O.	D.S.O.

UNIT	OPTION NO.	ITEM NO.	DESCRIPTION
		5393073	SPECIAL 289-4V HIGH PERFORMANCE ENGINE (4-SPEED STD TRANS) FOR USE ONLY WITH SHELBY AMERICAN GT-350 CONVERSION PACKAGE
	INSTALL		DELETE — DESCRIPTION
1	C5ZE-6007-SE370	23-50	1 - C5ZE-6007-D554J RPO ENGINE ASSY
1	C5ZA-9369-A	23-50	1 - C5AE-9369-F RPO TUBE ASSY-FUEL PUMP TO CARB
1	370970-S	23-50	STUD-CARB AIR CLEANER HOLD DOWN

J

712510 67 5-19-65 HI-PO 4-SP WHITE/BLACK INT

CALIF TYPE CLOSED EMISSION SYSTEM

MUSTANG GT 350 STREE PACKAGE

DELETE MUSTANG GRILLE STAMPING

DELETE ALL SHOCK ABSORBERS

ADD REGULAR PRODUCTION REAR SEAT ASSY COMPLETE

JOHN ATZBACH COLLECTION

ADD 5-DIAL GT INSTRUMENT CLUSTER (BLACK CAMER CASE FINISH)

CUSTOMER TO SUPPLY 5 7.75X15 GOODYEAR MUSTANG HI-PERF TIRES MOUNT WITH BLUE DOT ON OUTSIDE OF VEHICLE.

712511 100 5-19-65 HI-PO 4-SP WHITE/BLACK

CALIF TYPE CLOSED EMISSION SYSTEM

MUSTANG GT 350 STREET PACKAGE

DELETE DETROIT AUTOMOTIVE NO SPIN C5ZX-4001 REAR AXEL ASSY

DELETE PB-11-MS BATTERY ASSY (PROVIDE RPO BATTERY ASSY COMPLETE)

DELETE VENTILATOR ASSY COMPLETE

DELETE MUSTANG GRILLE STAMPING

ADD REGULAR PRODUCTION REAR SEAT ASSY COMPLETE

ADD 5-DIAL GT INSTRUMENT CLUSTER (BLACK CAMERA CASE FINISH)

CUSTOMER TO SUPPLY 5 7.75X15 GOODYEAR MUSTANG HI-PERF TIRES MOUNT WITH BLUE DO ON OUTSIDE OF VEHICLE.

ATTACHMENT #1 7-23-65 CHANGE TO 68 UNITS TO BE EQUIPPED WITH 289 HI-PO ENGINE IN PLACE OF DSO ENGINE 554-J-3-SE370. THESE ENGINES WILL BE CONVERTED LATER BY SHELBY TO THE 554-J-3-SE370.

NOTE AT BOTTOM TO C. HOLEY (SPEC ORDER ACTIVITY) SAYING "THE ENGINE PLANT IS UNAB TO MAKE THE SPECIAL ENGINES BEFORE MODEL CHANGE OVER."

K

CONTINUED

SPECIAL VEHICLE ORDER AND SPECIFICATIONS

PAGE	F.S.O.	D.S.O.

UNIT	OPTION NO.	ITEM NO.	DESCRIPTION
		6393070	SPECIAL CONVERSION PACKAGE FOR SHELBY-AMERICAN (GT 350)
			BASED ON A VEHICLE EQUIPED WITH 289-4V HIGH PERFORMANCE ENGINE,
			4-SPEED STD. TRANS. & 3.89:1 REAR AXLE OR AUTO. TRANS. & 3.50:1
			REAR AXLE, FRONT DISC. BRAKES, 2-SPEED ELECTRIC WIPERS & WASHERS,
			& BLACK VINYL INTERIOR TRIM (CODE 26)
			MANDATORY EQUIPMENT:
			L.P.O. DELETION OF HEATER & DEFROSTER FOR RACE CAR ONLY
			NOTE" ASSEMBLY PLANT TO OMIT ALL DRILLED AT ASSEMBLY HOLES
			IN SHEET METAL RESULTING FROM DELETION OF ORNAMENTATION.
			ALL OTHER UNUSED HOLES ARE TO BE FILLED & METAL FINISHED
			BY ASSEMBLY PLANT.

L

Staff Meeting
October 26, 1965

Page 2

Production: (Continued)

GT 350 - The new hi-riser manifold for the automatic is expected by Friday and production of automatics will start on Monday.

Production recommends that the limited slip option be changed from a factory option to a dealer option. This will be recommended to Sales.

Nerpel reports continuing printing delays but the Owners Manuals are expected today or tomorrow.

Khoury reported that two stainless steel clips are being used on the rear quarter windows to reduce the installation time and to cover the butt joint of the aluminum extrusions.

427 Cobra - Khoury will have 20 completed units this month subject to availability of wheels. These are expected by Friday.

JOHN AIZBACH COLLECTION

427 Competition Cobra - A cable has been sent to A.C. to expedite the parts required to complete the build.

Le Mans Program:

Remington discussed the Daytona tests in detail and problems of springs, differential, oil pumps and brakes were described.

Competition:

We are awaiting word from Ford (Geddes) concerning their comments on our proposed customer assistance program for the 1966 racing season.