A BLACK AND WHITE ISSUE

1966 GT350 Rear Brake Cooling Flanges

– Steve Sloan
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A carryover owner emailed me asking about a set of plastic fittings that connect the rear brake duct hose to the body of a 1966 GT350. He had purchased a set that were supposed to be from a car in the 600 VIN area, and wanted to know if they really were originals. In the photos he sent, those fittings were black and I thought I remembered originals being white. But I wasn't sure and didn't have a lot of time to research that at the moment.

I touched base with Brant Halterman. Brant owns 6S033, is a founding member of the Carryover Owners Group, and graciously sponsors our web site via his company, Virginia Classic Mustang. And he's the most knowledgeable person on the planet when it comes to these cars. A real expert – unlike yours truly who is simply a well intended enthusiast. He checked out the pictures and said those fittings looked like originals to him.

That answered the immediate question, but left me wanting to improve my knowledge of those parts when time permitted. If Brant says those black fittings are original, why did I think they should be white? And what are they called? I was calling them "fittings," but was that correct? *Hot Rod* magazine called them "flanges" in their February, 1967 article showing how to install the S2MK-29705-A side scoop kit on your Mustang. (*Note: The "flanges" in that kit were black.*)

WHAT'S THE SCOOP?

. . . a fiberglass kit to aerate Mustang rear binders, that's the scoop

Text and photos by Bud Lang

So you own a '65 or '66 Mustang and have wanted a pair of those wild Shelby-American brake scoops, eh, Bunky? Well, fret no longer, because S-A recently released the necessary components in kit form for the do-it-yourselfers. Only a minimum of tools is necessary to complete the installation of these sharp-looking fiberglass scoops and flexible ducting, which feed air back to the rear brake drums. Not shown here, though equally important, are ducts that can be fabricated by the owner and installed either under the car to route air directly to the backing plates, or scoops that will direct air from the flexible duct outlet in the fender well to the backing plates. Listed under part number S2MK 29705-A, the whole package sells for $29.95. Another point worth mentioning is that you can drill your rear backing plates as illustrated to take full advantage of this air package. Just pull the units from the axle housing before drilling. ▪▪

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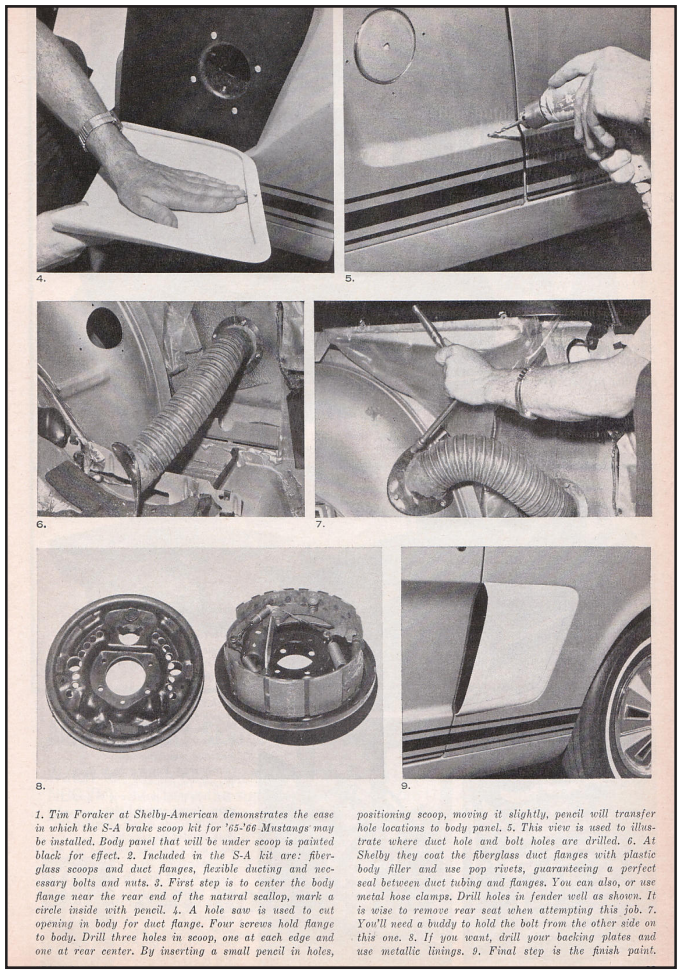

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1. Tim Foraker at Shelby-American demonstrates the ease in which the S-A brake scoop kit for '65-'66 Mustangs may be installed. Body panel that will be under scoop is painted black for effect. 2. Included in the S-A kit are: fiberglass scoops and duct flanges, flexible ducting and necessary bolts and nuts. 3. First step is to center the body flange near the rear end of the natural scallop, mark a circle inside with pencil. 4. A hole saw is used to cut opening in body for duct flange. Four screws hold flange to body. Drill three holes in scoop, one at each edge and one at rear center. By inserting a small pencil in holes, positioning scoop, moving it slightly, pencil will transfer hole locations to body panel. 5. This view is used to illustrate where duct hole and bolt holes are drilled. 6. At Shelby they coat the fiberglass duct flanges with plastic body filler and use pop rivets, guaranteeing a perfect seal between duct tubing and flanges. You can also, or use metal hose clamps. Drill holes in fender well as shown. It is wise to remove rear seat when attempting this job. 7. You'll need a buddy to hold the bolt from the other side on this one. 8. If you want, drill your backing plates and use metallic linings. 9. Final step is the finish paint.

When this project finally made it to the top of my to-do list I decided to start by figuring out the proper word to use for these parts. Again, a real expert was needed. This time I tapped Greg Kolasa – author of several great books covering many of the details on these cars, and one heck of a nice guy. No one knows all the answers, but he has plenty of them, and he's always happy to share his knowledge. He replied with a copy of a Shelby American document from back in the day, "1966 STREET MUSTANG GT 350 UNIQUE PARTS LIST For 4-Speed Base Version." Thanks, Greg!

According to that list the parts I was interested in are:

•S2MS-2259-A Duct – Inlet – Rear Brake Cooling (2 per car)

•S2MS-2260-A Duct – Outlet – Rear Brake Cooling (2 per car)

So, Shelby American called them "ducts," but further research reveals they're technically "flanges."

I later learned that the same basic parts information is available on pages 724-725 of the 2011 Registry for *1965-1966-1967 Shelbys.* But I always like to refer to the actual factory documents when available.

With that settled I buckled down to the "black or white" question. Why did I think those flanges should be white? My first step along that path was to dig out an old picture of one of the original brake cooling hoses (with the flanges still attached) from my 6S087. Lo and behold, those flanges were white! So that's why I was thinking originals should be white.

Factory photos have proven invaluable to projects like this in the past, and I thought I remembered one that could help with this venture. But where did I see it? Days later and weary eyed, I finally found it on page 274 of the 2011 edition of the *SAAC Shelby Registry* for 1965-1966-1967 cars. That period photo clearly shows white flanges on a 1966 GT350 – presumably, just after installation at Shelby American.

So now I knew that at least 2 cars got white flanges, but what about the other 2,372 cars? (2,378 total 1966 GT350s, minus my 6S087 and the car in that factory photo, and minus the 4 convertibles as they didn't have functional side scoops because the ducting interfered with the convertible power top mechanism.) Obviously I still had a lot of digging to do.

Original factory photo showing brake duct details. Note white duct flanges.

Over the years I've established quite a collection of photos with an emphasis on 1966 GT350s and especially carryovers. Close to 20,000 pictures at last count, and some of those are restoration photos that might show the original flanges. So, you guessed it – I spent the next few days scanning through all those pictures for original brake ducts. And that paid off with the flange color for 8 more cars – some white and some black. Actually I can't tell for sure if they're black or just a very dark gray. But for this article I'm going to refer to them simply as black.

Next up was to call in the COG (Carryover Owners Group). An email survey to the group was sent. Sure, I knew that was a long shot. No one is going to disassemble their car to get a look, and most of these cars have been repaired or restored over the years making originality hard to determine. But, hey, I never learned anything by not asking. Plus, several members own other 1966 GT350s and might be able to report on some of the later cars too. That effort yielded information on a number of additional cars, but I was greedy; I wanted more. I needed to cast a wider net, so I posted this same plea for data on the SAAC forum.

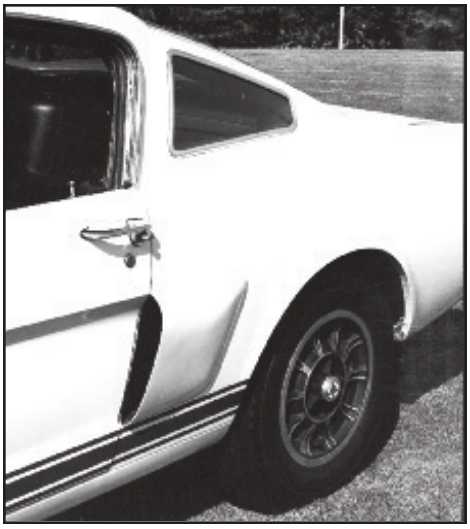
Combining all my sources, I ended up with information on 107 cars – 37 carryovers and 70 later cars. That's a small sampling of the 2,374 cars involved, but sometimes we do the best we can with what we have. So, overall, what did I learn?

Here's a rough analysis of all the data collected:

Car Range	Flange Color
001 – 100	White (with 1 known exception)
101 – 124	No cars reported
125 – 241	Some white & some black
242 – 2374	Black (with 1 known exception)

Two cars had a mix of colors – some white flanges and some black flanges all on the same car: 037 and 188.
Only one car after the carryovers is known to have original white flanges: 373.

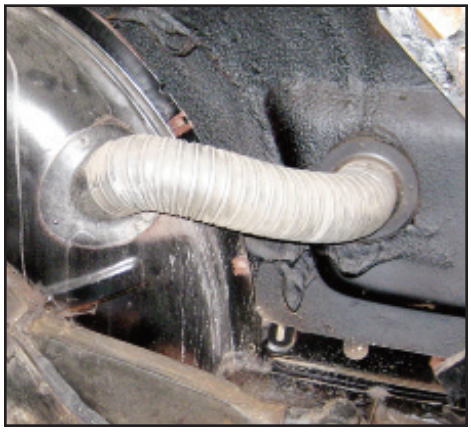
So why were the early flanges white and the later ones black? A good guess would be that the switch in colors was the result of a change in suppliers at Shelby American. That happened frequently. Or maybe someone at S.A. requested the change to black so those flanges would stand out less when someone peeped in the blacked-out area inside the side scoop. We may never know the reason. It's the kind of hidden detail that nobody pays attention to or cares about…except nut cases like me…and maybe you?



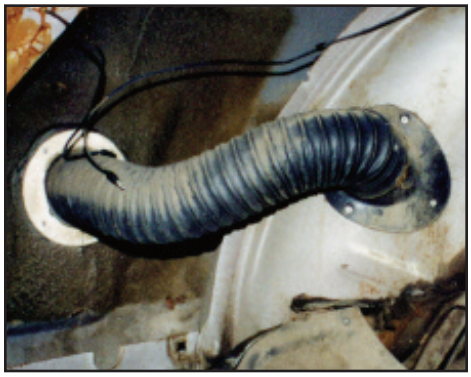
Shelby American factory public relations photo showing the detail of the side scoop and side window. Note wheel center: it was hand-fabricated using a Cobra hood badge. The 10-spoke aluminum wheels were painted black and the ribs were polished. This was rejected for production because it was too labor-intensive.

The black duct flanges that kick-started this article.

White flanges on 6S033.



Black flanges on 6S605.



Black and white flanges on 6S188.

1966 GT350
Brake Hose Flange Color

CAR - COLOR	CAR - COLOR	CAR - COLOR
006 – White ○	248 – Black ●	1297 – Black ●
007 – White ○	289 – Black ●	1342 – Black ●
009 – White ○	302 – Black ●	1348 – Black ●
015 – White ○	342 – Black ●	1358 – Black ●
027 – White ○	370 – Black ●	1405 – Black ●
030 – White ○	373 – White ○	1431 – Black ●
033 – White ○	379 – Black ●	1467 – Black ●
037 – Mixed ◑	407 – Black ●	1487 – Black ●
038 – White ○	444 – Black ●	1536 – Black ●
043 – White ○	476 – Black ●	1586 – Black ●
068 – White ○	477 – Black ●	1607 – Black ●
084 – White ○	479 – Black ●	1615 – Black ●
086 – White ○	555 – Black ●	1640 – Black ●
087 – White ○	605 – Black ●	1728 – Black ●
090 – White ○	637 – Black ●	1732 – Black ●
097 – White ○	689 – Black ●	1757 – Black ●
098 – White ○	705 – Black ●	1821 – Black ●
100 – White ○	711 – Black ●	1844 – Black ●
125 – Black ●	731 – Black ●	1855 – Black ●
126 – White ○	744 – Black ●	1890 – Black ●
131 – White ○	781 – Black ●	1902 – Black ●
130 – White ○	797 – Black ●	1916 – Black ●
135 – White ○	817 – Black ●	1918 – Black ●
136 – White ○	846 – Black ●	2007 – Black ●
137 – Black ●	854 – Black ●	2020 – Black ●
148 – White ○	913 – Black ●	2069 – Black ●
161 – White ○	914 – Black ●	2125 – Black ●
173 – Black ●	923 – Black ●	2148 – Black ●
188 – Mixed ◑	1081 – Black ●	2179 – Black ●
189 – Black ●	1122 – Black ●	2187 – Black ●
192 – Black ●	1134 – Black ●	2227 – Black ●
193 – Black ●	1203 – Black ●	2249 – Black ●
202 – Black ●	1235 – Black ●	2253 – Black ●
240 – White ○	1261 – Black ●	2268 – Black ●
242 – Black ●	1276 – Black ●	2371 – Black ●
247 – Black ●	1279 – Black ●	

Note 1: The chart reflects information that other people shared with me, plus my observations of photos that I've collected. I believe the colors listed are correct but have no way to be certain of that. As it says in the fine print, "No guarantees, no money back."

Note 2: Any car reported as "maybe," "possibly," or "I think" has been left off the chart. This kind of research is difficult enough without throwing in questionable data like that.

Original 1966 brake ducting hoses from 6S1640. 17-inch fully stretched; 11/16-inches coil to coil, 25 coils total.

One final interesting tidbit: the white outlet flange in the factory photo looks a little different in shape/size than the others I have pictures of. It appears to wrap over the inner fender well for about 2 ¾ inches. In all the other pictures I have that flange appears to only wrap over the inner fender well by about 1 ¼ inches. So it looks like there were at least two versions of the white outlet flanges. Perhaps the one in that factory photo is a prototype? Oh, boy, another mystery to solve! But that will have to wait for another day.

Special thanks to the MANY Shelby owners and enthusiasts who contributed their info to this project. Without your help research like this goes nowhere.