

shelby parts company, inc.
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torrance, calif. 90504
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*A Subsidiary of
Shelby American, Inc.*

October 6, 1967

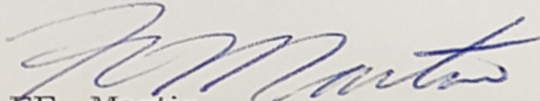
Mr. Lawrence Fetter
27233 Cranford Ave.
Dearborn Heights, Michigan 48127

Dear Mr. Fetter:

I have received your letter dated October 3 in which you forwarded a letter dated July 23 addressed to Mr. Shelby concerning problems you are having with your GT 500.

Recently Shelby American re-organized; this re-organization resulted in Production, Sales and Service being transferred to Michigan. I am forwarding your letter to Mr. R. A. Geddes who is presently in charge of sales and service. I am sure he will answer your questions.

Sincerely,



F.E. Martin
Vice President

FEM/11

cc: R. A. Geddes
GT & Sports Car Activities
Ford Division
P. O. Box 655
Dearborn, Michigan

Shelby Automotive, Inc.
Box 512
Ionia, Michigan 48846

Telephone: 527-4990
Area Code: 616

October 23, 1967

Mr. Lawrence J. Fetter
27233 Cranford Avenue
Dearborn Heights, Michigan 48127

Dear Mr. Fetter:

Your letter to Mr. Carroll Shelby was referred to this office. It may be of interest to you to know, while we have received several letters outlining problems, you are the first person to offer logical and constructive solutions. May I say, you are a credit to the Engineering Profession.

In regard to your complaints, we have taken the following action in our 1968 models to improve or eliminate the sources of the difficulties:

1. Exhaust Fumes:

- a. Late 1967 models have enclosed tail light enclosures sealed to the inner back panel and with additional sealer applied to the gas tank filler neck opening. In addition, we contacted Ford Division & AAD and requested that the fuel tank joint seal be improved in accordance with the latest process standards. We discovered that inadequate fuel tank sealing was also encountered on Standard Mustangs built in San Jose.
- b. The 1968 GT 350 and GT 500 Models will have a lower back panel assembled in the vehicle, less the Mustang tail light openings, which will eliminate one additional source of fumes.

2. Fiberglass Hood Fit and Surface Cracks:

- a. The Hoods on our 1967 models were produced by two vendors. The first was rejected because the hoods produced consistently did not fit the vehicle.

shelby american, inc.
6501 w. imperial hwy.
~~XXXXXXXXXXXXXXXXXXXX~~
~~XXXXXXXXXXXXXXXXXXXX~~
cable address: shelcobra

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COBRA

SHELBY G.T. 350

Mustang G.T.

Mustang GT

The hoods produced by the second vendor, fit the vehicle, however, they were produced by the hand lay-up method and therefore his production was limited.

- b. All fiberglass parts used in our 1968 models will be produced in matched metal dies. This method will consistently produce parts with contours and dimensions at the proper quality level. As a matter of fact, the inconsistent quality of the fiberglass parts made by the hand lay-up method was one of the major reasons for moving the Shelby operation to Ionia. Specifically, A. O. Smith have a great deal of background in the formulation and production of fiberglass parts. The 1968 parts have also been completely redesigned to ensure that better surfaces are produced.

3. Chrome Quality:

- a. The Hood Fasteners have been completely redesigned for 1968 and are now plated in accordance with the latest Ford Motor Company exterior chrome plate standards.
- b. The Mag-Star wheels are no longer offered partially because of the perennial rim plating problems that we encountered.
- c. The exhaust extensions have been redesigned for 1968 and now that we are located in "Automobile Country", will be chrome plated to the Ford Motor Standards, ie. double nickel base plating. This process, as you know, provides two cross-grained coatings of nickel thus minimizing porosity and flaking.

4. Emblems;

While our 1967 models used plated plastic ornaments with a spray-on adhesive, we have redesigned all of our 1968 ornamentation as die castings, chrome plated and attached with Ford Motor Co. standard parts.

5. Aluminum Rocker Cover Design:

- a. The 1967 sand cast rocker covers were introduced as an interim design but due to purchasing problems, the interim unfortunately lasted through the 1967 model year. We did, however, make a running change to remove a portion of the fins in the vicinity of the master cylinder and thus increase the clearance.

- b. The 1968 rocker covers are die cast and thus a thinner section is provided which gives adequate clearance to the master cylinder. We are now completing a further redesign which will reduce the over-all height and provide a gasket flange on the lower surface. This new design will also provide additional clearance for spark plug removal and will ensure that the covers will provide increased clearance to the cowl to spring tower brace which is the same as used on the 1967 vehicle.

6. Grille:

The grille has been redesigned in expanded metal and once more, now that we are in "Automobile Country", the Ford paint and paint preparation standards are being invoked.

7. Tires:

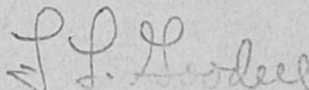
This fault has been predominate in all wide oval tires throughout the industry. We have been and are continuing to work with the tire manufacturer to eliminate or substantially reduce the problem. As a matter of fact, our 1968 tires have been recompounded and there will be slight changes in the tread to minimize any hydroplaning effect on wet surfaces. It should be pointed out that the 32 pound tire pressure is required only for sustained extremely high speeds. Our tests indicate that pressures in order of 24-26 psi, are more suitable and provide better tread wear and over-all handling characteristics when the vehicle is operated in the normal speed ranges.

8. Speedo-odo Corrections:

We have previously discovered the odometer drive gear error and have taken corrective action.

Let me once more take this opportunity to thank you for your very welcome constructive criticism and assure you that we want a bright, shiny GT 350 and GT 500 Shelby Cobra. The continuous improvement of the product is one of the reasons why Mr. Shelby has gone to such lengths to bring Ford people and technology into the organization.

Sincerely yours,



F. L. Goodell, Chief Engineer
SHELBY AUTOMOTIVE, INC.

FLG/ir

cc: J. Kerr
C. Shelby
D. Coleman
G. Herwin