



GREEN HORNET TRIBUTE SHELBY

PETER FAULL WANTED TO HONOR A FORGOTTEN MUSTANG.

Text and photos by Mary Jean Wesche

From day one, Peter Faull had wanted to build a Green Hornet Tribute Shelby. Many people have never heard of or have seen the Green Hornet. Peter felt his car would, "...show people one of the forgotten Mustangs."

Peter's first 390GT was a fastback that had been featured in *Mustang Monthly* in 2000. In that article, Peter mentioned his desire to own a 390 GT coupe. When he came across a 390 GT automatic coupe, he bought it with the vision of creating a Green Hornet tribute.

The coupe was rust free but was missing some interior and engine parts. The Tribute Shelby became a nine-year project. Peter added Shelby body parts to his coupe and painted the Mustang with 1968 special-order Shelby Yellow Emron paint.

The engine compartment is a work of art in itself. There isn't one wire showing. Peter has everything hidden behind the firewall and engine bay. He added a

Paxton NOVI supercharger and fuel injection. This Tribute Shelby is powered with a big block 465cid Ford FE with a T5 6-speed transmission. The engine compartment is equipped with a Shelby serial number plate. In a future issue of *Mustang Times*, we will feature other Mustangs that have been massaged by Peter. However, no words could do them justice.

The chassis and rear suspension are Total Control's coil-over setup. He added factory Ford 31-spline rear axles with a Strange aluminum center section. He used QA1 front and rear shocks. The Shelby 10-spokes are shod with BF-Goodrich G-Force 245/60r17s up front and 275/60r17s in the rear.

Stopping all the power are Shelby Baer four-wheel disc brakes with cross drilled rotors, 13-inch fronts and 11.5-inch rears. The front spindles are original Ford parts. The Shelby is equipped with Steeriods power rack and pinion steering.

Lucas lamps grace the front grille, and the appropriate Shelby badging graces the front nose, fenders, and rear of the Mustang.

The black interior is clean and perfect. Peter upgraded to Autometer gauges. The doors and dash both have wood-

grain trim. The passenger-side dash even bears Carroll Shelby's signature. The center console is custom-made by Peter. The front seats are comfortable and upgraded since the seats were missing when Peter bought the coupe.

Every aspect of Peter's work is perfection. When asked what recommendations he had to others who were contemplating a restoration, Peter simply said, "Take your time and do your homework." The engine was the most expensive part of this creation. Peter claims the suspension and interior were the easiest. If he could, Peter would add a black vinyl top to the car, but somehow I doubt he will.

His mileage is kept low as the winters in Canada and Peter's work schedule do not allow much driving time. In summer it's driven a couple of times each week.

The first showing for the Green Hornet Tribute Shelby was the NoBorders InterNational MCA show in Oakville, Canada, last summer.

Peter wanted to express sincere gratitude to his wife and children for their patience and support during his long project. Also, he wished to thank Chris Brown and Berry Bergmann for their support and guidance in helping him achieve his goal! **MT** *continued on page 30*

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SIDEBAR:

The Green Hornet is one of the rarest Shelby prototypes. It was based on a 1968 Mustang hardtop, not a fastback like many others. Built around August 25 as an early production '68, it was assembled at the Dearborn Assembly Plant. The color was Lime Gold with Deluxe Ivy Gold interior. The hardtop came with a 390 cid engine (S-Code) and a C-6 automatic transmission.

After being assembled, the car was sent to the pilot plant where it was modified into a GT/CS prototype. Those mods included non-functional fiberglass side scoops with grilles, a rear decklid fitted with a spoiler, and a taillight panel with '65 Thunderbird taillights.

The Shelby shop in Ionia, Michigan, received this car in January 1968. Walt Nelson, Fred Goodell, George Merwin, and Ray Geddes transformed it into a true Shelby. First they replaced the nose with that of a '68 Shelby. The 390 cid was replaced with a 428 CJ X-engine.

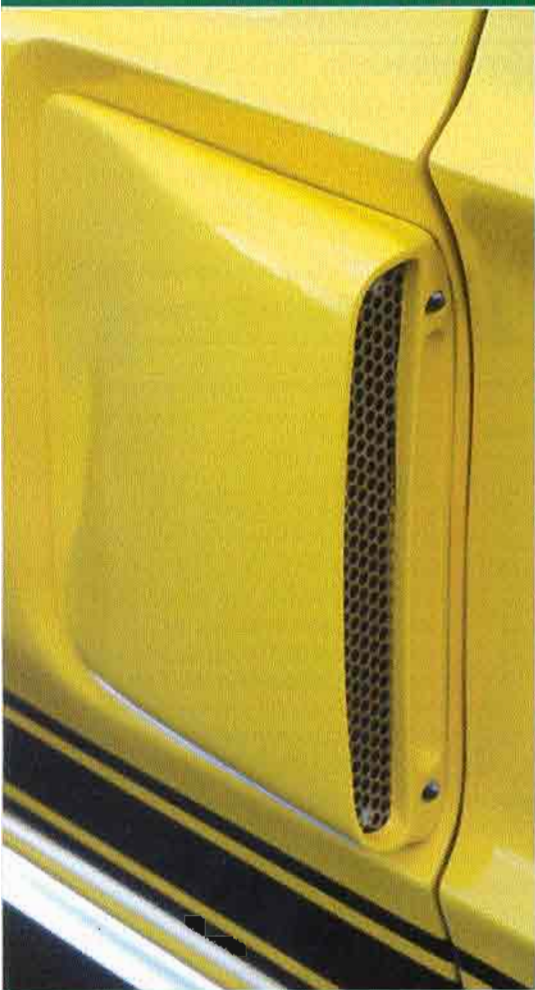
The stock C-6 was replaced with a stronger Shelby version of the C-6 to handle the engine power. A F-350 transmission was used along with a Lincoln torque converter and a cast-iron tailshaft.

Former Bendix engineer Dave Long developed an experimental Conelec Fuel Injection for the Cobra Jet engine and Shelby designed an independent rear suspension with disc brakes (bolted on the existing leaf spring mounts on the Mustang unibody).

Three coats of Gold Luster Green lacquer with gold metallic mica were applied by painter Sonny Fee over the original topcoat. Each of the three coats were hand-rubbed and the topcoat was treated to two coats of clear lacquer. Emblems and custom white/gold EXP500 stripes identified the car as a Shelby prototype.

The name "Green Hornet" was derived from a character from the Bill Cosby "Fat Albert" cartoon series.

—Mary Jean Wesche





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