

## JANUARY CAR OF THE MONTH

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1968 Shelby

Owned by: Lynn Brown  
Danbury, Connecticut

"Teacher's Pets"

Remember in 1968 when the new Mustangs were proclaimed the great transformers? Only Mustang makes it happen! Turn yourself on! Make the big change! Switch your style! These exciting words didn't make me go out and buy a Mustang. I already had a '65, but they did affect me ten years later.

I acquired by 1965 six-cylinder coupe from my parents in 1966. It is Wimbledon white in color with red interior. The car is basically plain-Jane but did come equipped with automatic transmission, 14" wheels, back-up lights, 2-speed wipers, and AM radio. One unusual feature is the "center off" position on the blower switch control.

In 1976, wanting more of a performance car, I was to decide between a Corvette and a Shelby. I chose the Corvette thinking, sadly but mistakenly, that the Shelby marque was about to be laid to rest. I didn't know at the time that there were over 3,000 Shelby enthusiasts in a national organization known as SAAC (Shelby American Automobile Club) dedicated to the preservation of the breed. Later that year I came upon their address and became a member within two weeks. My desire to own a Shelby was rekindled.

The 1968 Shelys always appealed to me and, besides, they offered the unlikely combination of luxury and convenience options with brutal performance. It was in 1978, ten years after the exciting 1968 Mustang promotional words, when I found my Shelby.

Number 01514, a GT-500, is lime gold in color with saddle tan interior. The big 428 has been made more manageable by factory-fitted optional equipment such as power brakes and steering, shoulder harness, fold-down rear seat, AM radio, automatic transmission, air conditioner, tinted glass, and tilt-away wheel. The Shelby was delivered new to Pennsylvania but found its way further south with each successive owner. Fortunately for me, the previous owners either used the car for show purposes or kept it in extended storage. I purchased the car at the Third Grand National in Atlanta with 35,000 original miles. The pollution control devices were found to be still intact, too.

The car is driven only occasionally and then usually for shows. It does, however, make the McDonald's scene now and then to let the kids know what a rear car is.

During the week, I am "Miss Brown" to my kids at school and on weekends, I am anything but the unassuming school teacher when I drive the Shelby. Actually, I get the most enjoyment out of my car by just watching people's reactions to it. The car is tangible proof of a legendary time, a time when high performance cars flourished. Nothing coming out of Detroit today or ever again for that matter can ever come close to duplication what the Shelby Mustangs were.

Without Ford and Shelby, this "One of the Ultimate" muscle car would never have been.

I would like to take this space to thank Alec Karacsonyi, New England States Director, for assisting me in keeping the Shelby healthy and for getting me started on MCA.

EDITOR'S NOTE: First of all I'd like to thank Lynn for her fine story and pictures of her Mustang and Shelby. We were sure worried that she might also send us pictures of her Corvette.

Secondly, we would like to apologize to Lynn for the error in last month's issue of The Mustang Time which had the colored pictures of Lynn's cars on its cover.



