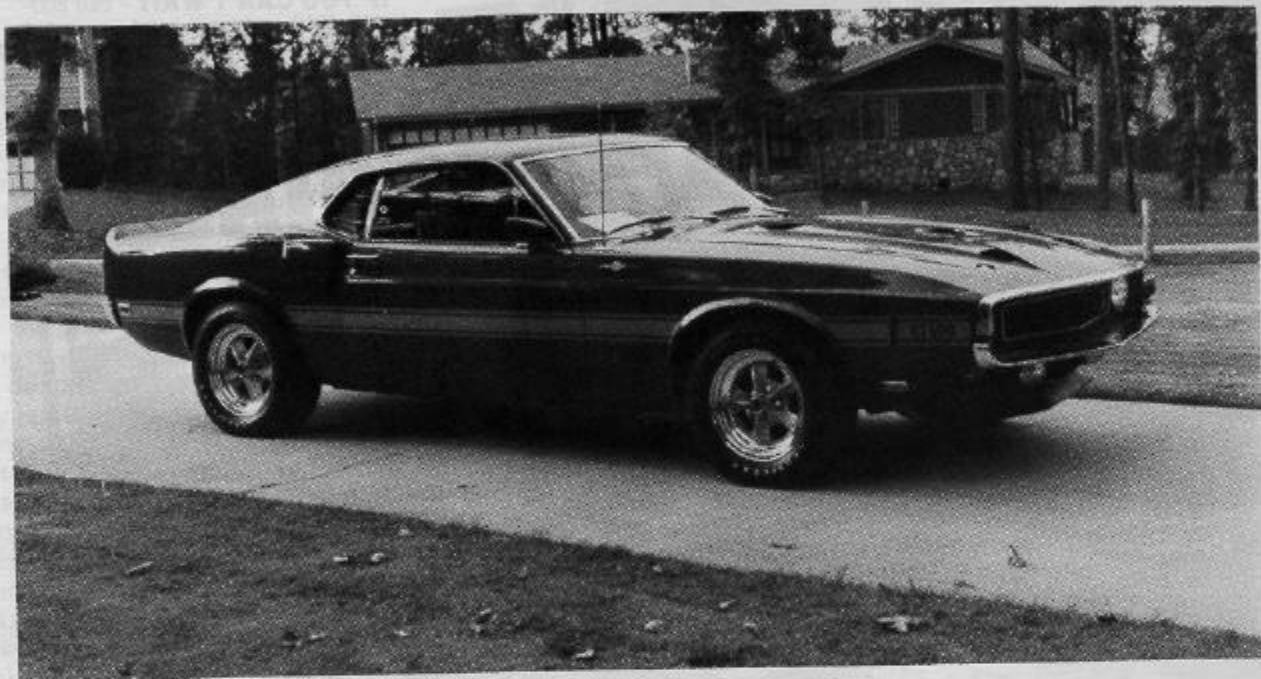


# ***SUE OSBORN'S***

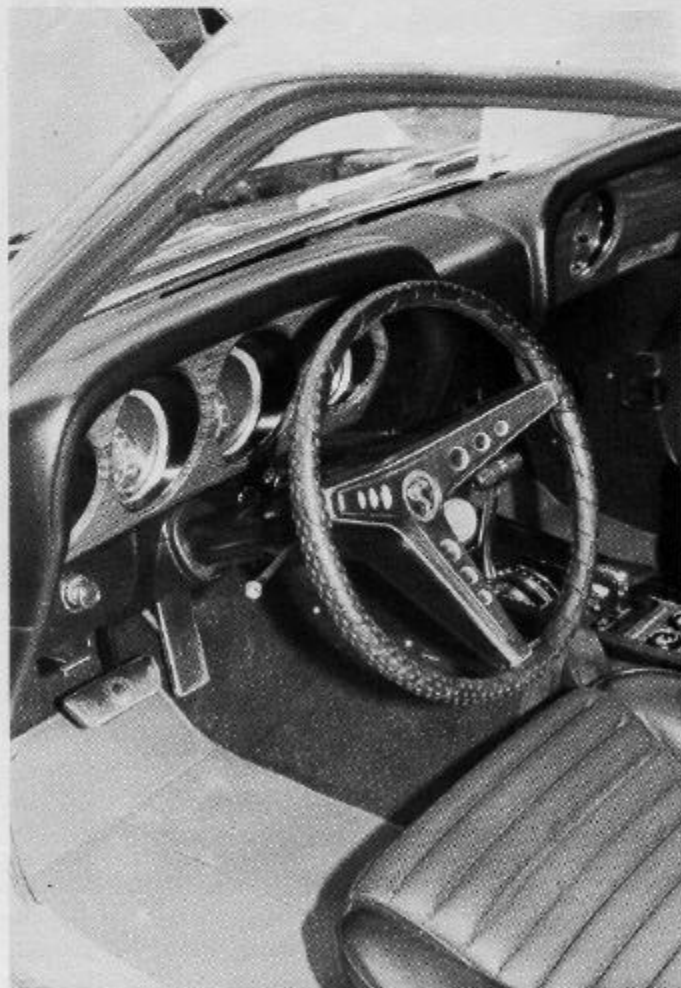


## ***GT 500***



Jim and Sue Osborn have been Mustang enthusiasts for many years both being very active members of the Mustang Club of America. Jim has held several offices including President and Chairman of the Board while Sue is one of our current National secretaries. Until approximately two years ago they were also the editors and publisher of the *Mustang Times*.

Have you ever read the slogan at the bottom of the MCA application — Ownership not Essential — Enthusiasm Is? Well, that most definitely applied to the Osborns until two years ago when they purchased this month's cover car, a 1970 GT 500 Shelby. Many Shelby owners have unique stories to go with their unique cars and Jim and Sue are no exception. Seems a long time friend of Jim's from Mt. Vernon, Ohio had purchased the Shelby brand new back in 1970 and had taken excellent care of the car. He had only driven the car on warm, sunny summer days and the car hibernated all winter long in a heated, carpeted garage. The Shelby had logged only 11,923 miles when Jim snapped up the opportunity to purchase the car. This is a truly fine example of an unrestored 1970 GT 500 Shelby. Jim bought the car for Sue and she has entered it in the Unrestored Class at many of the MCA National shows over the past two show seasons as well as many local shows. Since this is such a fine original car it has brought home many awards in the two short years.



## SPECIFICATIONS

Car: 1970 Shelby GT 500

### GENERAL

Curb weight .....	3850 lbs.
Exterior Paint.....	Candy Apple Red
Interior.....	Black

### ENGINE

Displacement .....	428 cu. in.
Bore & Stroke .....	4.13 x 3.98
Compression Ratio.....	10.6:1
Induction System.....	Holley 735 cfm/aluminum intake
Ignition.....	Fomoco
Heads.....	428 Super Cobra-Jet
Camshaft.....	428 Super Cobra-Jet
Exhaust .....	Shelby Cast Iron
Horsepower.....	335 @ 3200
Torque .....	440 @ 3400

### DRIVETRAIN

Transmission .....	C-6 Cruis-O-Matic
Final Drive Ratio.....	3.91 Traction-Lok
Shift Linkage .....	Select-Shift

### WHEELS & TIRES

Wheel Size.....	15 x 7.0 inches
Wheel Type.....	Magnum
Tire Make .....	Goodyear Polyglas GT
Tire Size .....	F60 x 15

### INSTRUMENTATION

Gauges .....	Shelby GT
Tachometer .....	Shelby GT

### SUSPENSION

Shocks.....	Koni
Sway Bars.....	Front 1 inch
Traction Bars .....	

### PERFORMANCE

0-60 mph.....	6.3 seconds
Standing ¼ mile.....	14.2 seconds



## Engines

	GT 350 Ram-Air 351	GT 500 Ram-Air 428
Bore x stroke	4.00 x 3.50	4.13 x 3.98
Displacement	351 Cu. In.	428 Cu. In.
Comp. ratio	10.7 to 1	10.6 to 1
Carb. type	Autolite 4V	Holley 4V
bhp @ rpm	290 @ 4800	335 @ 3200 (Est.)
Torque @ rpm	385 @ 3400	440 @ 3400 (Est.)

## Drive Train

**Clutch:** 11-in. single disc. (11.5-in. on GT 500.)

**Transmission:** Ford four-speed, fully synchronized. (Optional on GT 350, close-ratio four-speed standard on GT 500.) Ford SelectShift Cruise-O-Matic three-speed, optional.

**Brakes:** Power assisted floating caliper 11.3-in. front discs with dual master cylinder and 10-in. x 2.0-in. rear drums with high performance linings. Swept area 232 sq. in.

**Wheels:** 15 x 7.0-in. composite design.

**Tires:** Goodyear belted E 70 x 15 Wide Oval.

**Steering:** Power, linkage type with belt driven pump. Recirculating ball and nut steering gear.

**Suspension:** Front—Independent with coil springs above upper arm. Heavy duty adjustable shock absorbers with special valving. Heavy duty front stabilizer bar. Rear—Hotchkiss drive with variable rate semi-elliptic leaf springs and heavy duty adjustable shock absorbers with special valving.

## General

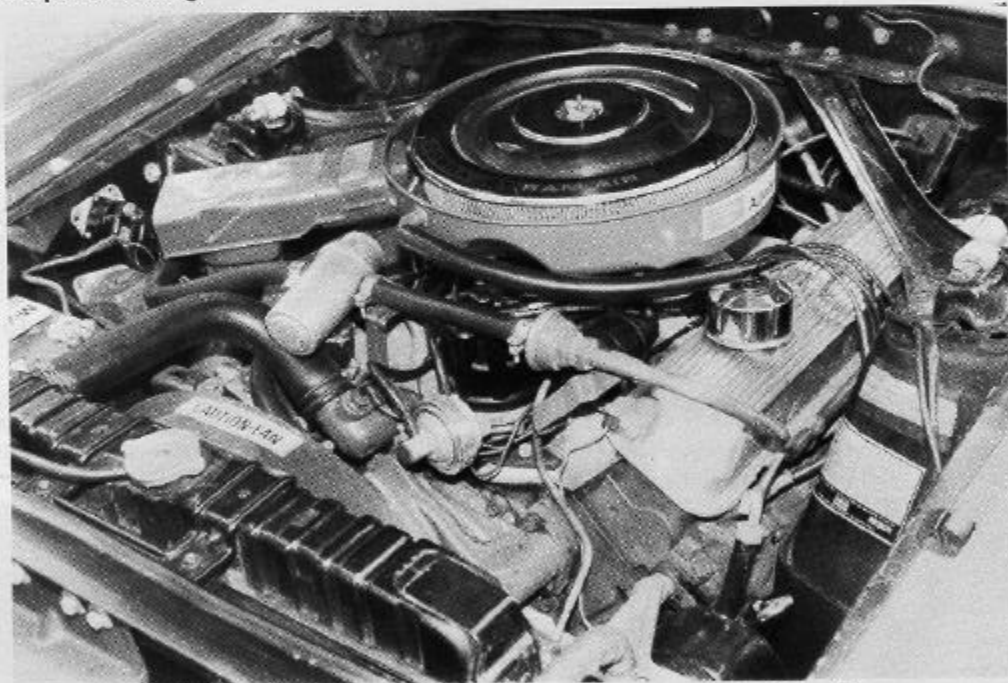
	SportsRoof	Convertible
Curb weight (Est.)	3,600 lbs.*	3,689 lbs.#
Weight dist. (Est.)	55/45**	54/46##
Wheelbase	108.0 in.	108.0 in.
Track		
Front	58.5 in.	58.5 in.
Rear	58.5 in.	58.5 in.
Length	190.62 in.	190.62 in.
Height	50.6 in.	51.5 in.
Body/frame type	Welded steel unitized	Welded steel unitized

SportsRoof models have integral padded steel roll bar; quick detach inertia reel double shoulder harness with deluxe belts. Convertibles have styled padded roll bar and inertia reel single cross-chest shoulder harness with deluxe belts.

(\*3,850 lbs. on GT 500), (#3,939 lbs. on GT 500), (\*\*57/43 on GT 500), (##58/42 on GT 500)

## Options:

SelectShift Cruise-O-Matic automatic 3-speed  Close-ratio 4-speed transmission Std. GT 500—Opt. GT 350  Heavy-duty battery Std. GT 500—Opt. GT 350  Traction-Lok available with GT 350/500  Fold-down rear seat available with GT 350/500 (SportsRoof only)  Air-conditioning available on GT 500 with automatic transmission only. GT 350—all transmissions  AM radio  AM/FM Stereo radio  AM Radio stereo tape system  Forced ventilation  Tinted glass  Intermittent windshield wiper  Tilt-away steering wheel  F60 x 15 super low profile Goodyear Polyglas belted tires



About the car: GT 500's are powered by a 428 Cobra Jet V8 which produces a conservative 335 hp and makes 440 lbs. of torque. Sue's car has a C-6 transmission that feeds a 3.91 traction lock rearend. Also equipped with the drag-pac option the car has a front-mounted oil cooler. The chin spoiler and the two black hood stripes distinguish the car from the 1969 version. Oddly enough, 1970's were actually left over 1969's and were updated either at the factory or at the dealership. It is thought that approximately 169 cars received the 1970 treatment. Sue's 1970 Shelby is not only a fine looking car, but it can still get from stop sign to stop sign like no other you've ever seen.

