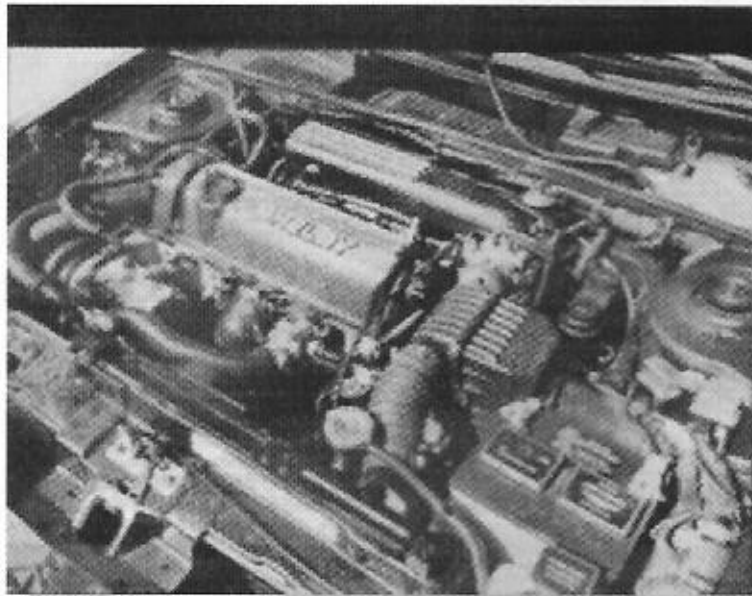


HOT ROD



# CHARGER GLHS

## CARROLL SHELBY'S LATEST MUSCLEBOUND MINI-CAR

By Todd Howard

I can see the scenario now. The unsuspecting V8 performance enthusiast motors up to a stoplight between two relatively sedate-looking Dodge mini-cars. Both Pentastar products are finished in gloss black, sport similar wheels, and wear flank-positioned GLHS logos. Upon closer inspection our friend notices that his potential competitor on the left is a four-door sedan, while the other appears to be a two-door hatchback. It doesn't take long before our street-racing compadre realizes he's pitted against two of the hottest performance cars on the street today.

Many of you may remember when HOT ROD shocked the automotive underground earlier this year with a road test of the first Shelby-ized front-wheel-drive car. Dubbed the Omni GLHS, it was Carroll Shelby's idea of what a modern sports car could be. While all 500 of the special Omnis were claimed before they hit the showroom, the vast majority of

rodding enthusiasts were dissatisfied with the four-door's econobox styling.

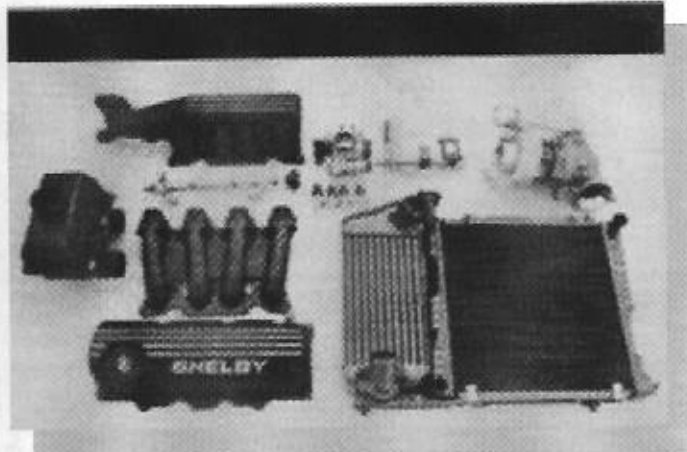
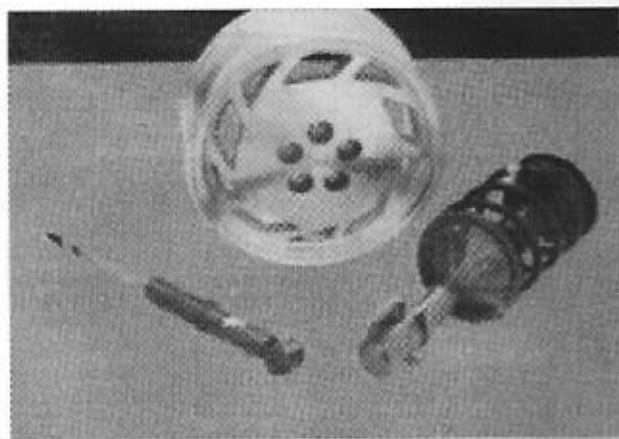
Well, if it's a two-door boulevard blaster you desire, then you just might be interested in Shelby's second GLHS car. Destined to become a player in the high-performance hall of fame, the Shelby Charger GLHS combines image, handling, and power—all in a surprisingly affordable package.

You'll have to be quick on your feet to become one of only 1000 enthusiasts to own this latest Shelby Automobiles creation. For the improvements you receive, the GLHS is easily worth the extra \$2000 charged over the base Dodge Shelby Charger.

For instance, the engine is advanced to intercooled Turbo II status and is now rated at 175 horsepower and 175 ft.-lb. of torque. This represents a 29-hp, 7 ft.-lb.-gain over the base Turbo I powerplant. Under normal circumstances this may not sound like

much of an improvement, but Shelby has managed to broaden the effective torque band so the engine produces max torque from 2200 through 4800 rpm. This provides enough power to transform the GLHS into a rocketship, as evidenced at the dragstrip with a 14.87 second/96.34-mph pass.

In more detail, the stock manifolding is discarded in favour of a larger plenum chamber incorporating equal length, tuned intake runners. This is fed by a larger 46mm throttle body (the stock unit measures 42mm). Increasing the airflow capacity of the engine necessitates bumping the fuel output, so Shelby installs 25-percent higher-flowing fuel injectors coupled with a high-flow fuel rail. When mated with an air-to-air intercooler, these modifications ensure that maximum horsepower is realized with the turbo boost increase (from 9 to 12 psi) provided by Shelby's new computer module.



## SPEC SHEET

'87 DODGE  
SHELBY CHARGER GLHS

**RETAIL:**  
 Base Price ..... \$18,995  
 Price As Tested ..... \$19,400

**ENGINE:**  
 Type ..... 90HC V-6  
 Bore & Stroke ..... 3.44 x 3.63 in.  
 87 hp @ 5000 98 Torq  
 Displacement ..... 130-cid 2.16  
 Compression Ratio ..... 8.1:1  
 Rpm @ 1000 ..... 125 @ 1300  
 Torque @ 1000 ..... 125 @ 1600 to 4000  
 Induction System ..... integrated turbo-  
 charger with electronic  
 fuel jet-injection

**DRIVETRAIN:**  
 Transmission ..... 5-speed manual trans-  
 mitted with overdrive  
 Axle Ratio ..... 3.54:1

**CHASSIS:**  
 Front Suspension ..... independent nitrogen-  
 charged coil-overs  
 Rear Suspension ..... trailing-arm and  
 coil springs with  
 dual nitrogen-  
 charged shocks

Steering ..... 14:1 ratio power  
 rack-and-pinion  
 Brakes ..... Front: 10.1-inch disc  
 Rear: 8.9-inch drum  
 Wheels ..... 15.5-inch Shelby  
 Centurion alloy  
 Tires ..... P205/50VR-15  
 Goodyear Gatorback

**GENERAL:**  
 Curb Weight ..... 2483 pounds  
 Wheelbase ..... 96.5 inches  
 Fuel Capacity ..... 13.0 gallons

**PERFORMANCE:**  
 0-60 mph ..... 8.9s  
 Quarter-mile ..... 14.87 @ 96.34 mph

Shelby's GLHS package also extends to the suspension. The stock gas-charged front struts/rear shocks are replaced with leading-edge Koni nitrogen-filled units. These Konis are fully adjustable, even when installed, allowing the driver to mate the suspension to the particular task at hand. Rolling stock consists of Goodyear P205/50VR-15 Gatorbacks shod on Shelby Centurion alloy wheels. Skidpad testing at the Chrysler/Shelby Performance Center netted .88g results, equal to the Omni GLHS.

Exterior accoutrements include a mandatory black-on-black paint scheme with Shelby insignia graphics. A removable factory sunroof is included as standard equipment. Inside, the Charger GLHS is treated to a 125 mph speedometer overlay, a leather-wrapped steering wheel,

Momo shift knob, and a Carroll Shelby autographed, numbered dash plaque. The Shelby Charger's exterior/interior design remains basically unchanged from last year, the exception being the non-availability of a console.

Overall, the Shelby Charger GLHS weighs in at 2483 pounds, which equates to a 40-pound increase over the base Charger. Compared to the Omni GLHS, this is a 183-pound increase—justifying the Charger's .17-second disadvantage in quarter mile elapsed time. Being that both cars are nearly identical in performance, the winner of a match race would clearly depend on driver experience.

So now that you've been forewarned of another GLHS contender, think twice before engaging just any production mini-car. We wouldn't want too many V8 owners to lose their pink slips. **HR**