

At a quick glance, the newest re-make from Shelby Automobiles would be easy to overlook. Yes, it looks like the same Dodge Charger we'd all forgotten about, but, no, it's not the same car. Shelby's gang, (no word fits better), has transformed the already fairly quick little front-wheel driver into a very respectable and downright rapid sports sedan. You can't get more performance anywhere for the same amount of money.

Using the same technology they developed on the "world's fastest shoebox" (the Omni GLH-S), Shelby's group upped the inline turbocharged 4-cylinder's horsepower to 175, an increase of 30 hp. A Shelby Automobiles-designed intake plenum takes most of the credit for the power increase.

Additional engine hardware includes a larger radiator, Shelby Electronic Logic Module, bigger fuel injectors, and a larger Air Control body. The larger Garrett Research Turbocharger rounds out the engine hardware. And, of course, there's a black wrinkle-finish cast aluminum cam cover with the name Shelby embossed on it.

The suspension gets a once-over in the form of Koni Iso-Struts. Both fronts and rears are nitrogen-charged and adjustable. Heavy duty front and rear coil springs are installed, and then 205/50VR15 Goodyear Gatorbacks are mounted on Shelby Centurion wheels.

And just so your friends won't confuse your fully Shelbyized Charger with those just bearing his name, all the GLH-S logos, leather-wrapped steering wheel, gearshift knob, and Shelby serial number plate, which appear to have no influence on overall performance, will serve to remind them of your car's killer instincts. The last point to detail for the Shelby GLH-S Charger is a "close tolerance" alignment, and, given the added horsepower and cornering ability, the alignment is well worth the effort. In terms of noticeable effect, front-wheel-drive cars respond dramatically to a finely aimed alignment.

Shelby Charger GLH-S

Shelby Automobiles releases
Its second gunfighter

By Rick Titus

PHOTOGRAPHY BY MARK CLIFFORD



It's a true street fighter, pure and simple

Despite Carroll Shelby's jumping ship from Ford Motor Company to join Chrysler, he does follow one of Henry's famed programs. All 1000 GLH-S Chargers will come in black.

Out on the road is where one learns newfound respect for the Shelbyized Charger. It's a true street fighter, pure and simple. With 15 sec quarter-mile times at 94 mph and 0.87g skid-pad ratings, the GLH-S is fully armed to do battle. Yet, it remains a reasonable car to drive in real-life use. You know, bumper-to-bumper traffic, stoplight to stoplight, and in and out of parking lots, driveways, and teller windows. The places a performance car really spends most of its time. We've never been a big fan of Chrysler's fit and finish on the Charger, however, we can't help but turn our heads the other way when it comes to driving this edition.

Following the Omni GLH-S project, this wasn't the next car we wanted from Shelby Automobiles. We had hoped the

new Shelbyized Lancer and Sundance would be ready. But, given the car it's turned out to be, and that Shelby only plans to build a thousand of them, we're glad he did it. As we said up front, this would be an easy car to overlook, yet that would be a mistake if you're a fan of little cars that don't cost too much and go like stink. As for Shelby Automobiles, this newest version of the GLH-S will put the touches on two issues. First, it will give all those folks thrilled by the earlier Shelby Omni, but not thrilled by its packing-crate looks, a sleek, 2-door sports sedan to buy. At the same time, it gives the newly formed Shelby assembly line a chance to prepare for the higher volume Lancer and Sundance models to follow.

As for the lucky thousand new owners of the hottest set of wheels you can buy for under 30 grand, congratulations, and, remember, the quickest way to prove to the guy next to you that yours is in fact a Shelby GLH-S Charger, just nail the throttle and head for the hills! □



The good news is that the Shelbyized 175-hp Charger engine does more than just dress the part. However, the bad news is the seats don't. As is often the case, and usually done in the interest of budget, the car gets all the right hardware except for the driver.

TECH DATA

1987 Shelby Charger GLH-S

POWERTRAIN

Vehicle configuration.....Front engine, front drive
 Engine configuration.....L-4, OHC, 2 valves/cylinder, turbocharged
 Displacement.....2213 cc (135.3 cu in.)
 Max. power (SAE net).....175 hp @ 5300 rpm
 Max. torque (SAE net).....175 lb-ft @ 4800 rpm
 Transmission.....5-sp. man.
 Final drive ratio.....3.56:1

CHASSIS

Suspension, f/r.....Independent/independent
 Brakes, f/r.....Disc/drum
 Steering.....Rack and pinion, power assist

Wheels.....15 x 6.0 in., alloy
 Tires.....205/50VR15

DIMENSIONS

Wheelbase.....2451 mm (96.5 in.)
 Overall length.....4437 mm (174.7 in.)
 Curb weight.....1126 kg (2483 lb)
 Fuel capacity.....48.2 L (12.6 gal)

PERFORMANCE

Acceleration, 0-60.....6.95 sec
 Standing quarter mile.....15.0 sec/94.0 mph
 Braking, 60-0.....146 ft
 Lateral acceleration.....0.87 g

BASE PRICE.....\$12,995
 PRICE AS TESTED.....\$13,820