


CLASSIC DRIVER



1965 Shelby GT 350

Preis	USD 220 235 GBP 160 000 (listed)	Lenkung	Links
Baujahr	1965	Zustand	Restauriert
Getriebe	Schaltgetriebe	Standort	
Rennwagen	Ja	Kraftstoff	Benzin
FIA-Papiere	Ja	Außenfarbe	Sonstige
Zahl der Sitze	1	Automobiltyp	Coupé
Anzahl der Türen	2		
Antrieb	Zweirad		

Beschreibung

This original Shelby GT350 is the ideal car for historic racing
Eligible for all of the best historic racing events with recent history at several of them
Prepared by Wren Classics it presents in superb condition having been recently rebuilt
Includes a fantastic spares package

Ford created a new class of car almost overnight with the introduction of the Mustang sports coupé part way through the 1964 season, catching the rest of the US auto industry off guard. The brainchild of Lee Iacocca the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of his long career with Ford. Aimed at the affluent young, for whom a car was as much a lifestyle statement as means of transport, the Mustang succeeded brilliantly, achieving sales in excess of a quarter million by the end of 1964. This remarkable debut was followed by a staggering 524,791 sales in 1965, earning Ford a fortune.

Legendary Texan racing driver Carroll Shelby's team had been campaigning Ford's Mustang 'pony

car' with considerable success in North America, winning the SCCA's B-Production title three years running in the mid-1960s. Capitalising on his success, Shelby began manufacturing modified Mustangs, which were officially sanctioned and sold through selected Ford dealerships. The first Shelby Mustang - the GT350 - arrived in 1965 powered by a modified version of Ford's 289ci (4.7-litre) small-block V8 producing 306bhp, with options of a 340-360bhp unit in competition trim. A four-speed Borg-Warner manual gearbox was the stock transmission on early Shelby Mustangs, though a heavy-duty, three-speed automatic soon became available as an option. The running gear was upgraded appropriately to cope with the GT350's increased performance, though outwardly there was little to distinguish Shelby's GT350 from the standard product apart from a pair of broad 'racing' stripes down the body centreline. On the open road there was, of course, no comparison. One of the great iconic muscle cars of the 1960s, the Shelby Mustang continued to be based on the stock version, receiving the latter's styling changes and mechanical improvements while retaining its own distinctive special features until production ended in 1970.

In the Shelby American World Registry it is stated that this particular car was built in December 1965 as a road car and shipped to Larsen Ford Inc in White Plains (NY) on the 10th of February 1966. It was purchased by its first owner Mark P. Norman from Rowayton (CT) on the 27th of May 1966. In 1968 the car was bought by Angelo Dominguez, a Cuban racing enthusiast from Miami who immediately started racing this car in national, SCCA (Sports Car Club of America), SVRA (Sportscar Vintage Racing Association) and ACALAM (Association of Latin American drivers in Miami) race-meetings. In the USA this car had SVRA Medallion status (FIA equivalent) to prove its racing pedigree and was invited to run in the 1988 Vintage race of the Miami Grand Prix. Later the car was sold to Peter Grimm Jr. from Fort Lauderdale who continued its racing history and campaigned the car for four years in various events at Laguna Seca, Road America, Sears Point and Moroso Motorsports Park in 1997. After some years he sold the car back to Angelo Dominguez before passing to Mr. Christopher Layman, a lawyer in Florida. When Mr. Layman offered this car for sale in 2003 having enjoyed the car at Sebring amongst other circuits. The car then passed to Jan Peeters of Holland who raced it in various FIA endurance events, including the European Historic Sportscar series, the Dutch GT series, The Oldtimer Grand Prix and annually at the Spa 6 Hours.

SFM 6S935 was acquired by the current owner in 2010 and has been restored and prepared by Wren Classics ever since with no expense spared. During an overhaul in 2017 the car received a new roll cage, suspension components including wishbones, springs, anti-roll bars, dampers, steering box, collapsible steering column and wiring loom. Suspension mounts were also crack-tested. This upgrade was a result of a set up report and recommendation by Nigel Rees of GSD. A fresh FIA HTP was issued in 2018 for Period F and Class GTS-12, along with a new FIA-spec fuel cell. Both the engine currently fitted and the spare have been built by Peter Knight and have been run in. GSD's full report is also available along with the dynamometer sheets for both engines).The present owner has enjoyed racing the GT350 in a wide variety of events organised by Peter Auto (including the Le Mans Classic), Motor Racing Legends, Masters Racing, Redwater Racing and with the GT & Sports Car Cup. Today SFM 6S935 presents superbly and is ready to be enjoyed in a wide variety of the finest events all over the world.

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