


# CLASSIC DRIVER



## 1965 Shelby GT 350

|                     |       |                 |   |
|---------------------|-------|-----------------|---|
| Lot sold            | USD 0 | Drive           | LHD   |
| Year of manufacture | 1965  | Condition       | Used  |
| Lot number          | 111   | Location        |  |
|                     |       | Exterior colour | Other   |
|                     |       | Car type        | Other   |

### Description

#### PROVENANCE

Clarence Smith, Portland, Oregon (acquired new)  
Richard Millison, Hillsboro, Oregon  
Bill Pfohl, Cave Junction, Oregon (acquired in 1975)  
Craig Poundstone, Chico, California (acquired in 2001)  
Private Collector, Long Beach, California (acquired in 2010)  
Current Owner (acquired from the above)

#### LITERATURE

SAAC Shelby Registry 1965-1966-1967, 4th Edition, pp. 56, 98

#### THIS CAR

Chassis 5S111 is nearly the last example of the highly coveted 113-car batch comprising the first homologating series of Shelby GT350 production. According to the register of the Shelby American Automobile Club, 5S111 was received by Shelby American's Los Angeles shop on December 21, 1964, and Shelby's modifications to the body, suspension, interior, and engine began in March. Following its completion on April 26th, the car was distributed three days later to the Portland, Oregon-based Ford dealership of Marv Tonkin.

Optioned with Cragar wheels and blue Le Mans stripes, 5S111 was purchased new by Portland resident Clarence Smith. Mr. Smith later sold the Shelby to Richard Millison of nearby Hillsboro, who in turn sold the car to Bill Pfohl of Cave Junction, by which time a Boss 351 engine had been installed. Mr. Pfohl retained 5S111 for over 25 years, and when he offered the car for sale in February 2001, it

was advertised as being modified to R-Model racing specifications. Given these modifications, it is believed that Mr. Pfohl raced the car extensively during his ownership.

In August 2001, the Shelby was acquired by Craig Poundstone of Chico, California, who continued to race the capable machine, including at the SAAC-27 meet at the California Speedway in July 2002. About 10 years later, an enthusiast based in Long Beach, California, asked esteemed marque expert Curt Vogt to help him acquire a Shelby. Mr. Vogt searched for an appropriate GT350 and arranged to purchase 5S111 soon after locating Mr. Poundstone's listing in late 2010.

Having had its share of rigorous driving over the prior 35 years, the car was shipped to Mr. Vogt's Cobra Automotive in Wallingford, Connecticut, for a restoration that involved a comprehensive photo-documented rebuild of all mechanical components and a complete cosmetic refinish in the authentic Wimbledon White livery, with invoices totaling about \$150,000.

Dynamometer sheets generated during several October 2011 sessions with the rebuilt engine reflect that the 289 cid high-performance motor developed 298 hp at 5,900 rpm and 305 lbs./ft. of torque. Refurbishment was completed in spring 2012, and the current owner acquired 5S111 in 2013. The consignor had Cobra Automotive install a set of American Racing wheels, with work to the inner fender wells to ensure proper fitment, while a set of Cragar wheels accompanies the sale. Cobra automotive also installed a 1966 Shelby rear-exit dual exhaust and rebuilt its radiator.

As one of the first batch of Shelby Mustang street cars, this GT350 features Carroll Shelby's purest vision for repackaging the Mustang into a full-performance machine. Chassis 5S111 is one of the rare early cars that features battery placement in the trunk, a weight-balancing measure demonstrating just how race-oriented the early street examples really were. Expertly restored and one of just 562 cars made for 1965, this GT350 is a superb and highly authentic example.

## Gooding & Company



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