


CLASSIC DRIVER

1965 Ford Mustang - Shelby Fastback

Shelby Fastback

- **Lot sold**
USD 125 064 - 166 752
EUR 120 000 - 160 000 (listed)
- **Year of manufacture** 1965
- **Gearbox** Manual
- **Chassis number** SFM6S2393
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 59
- **Drive** LHD
- **Condition** Restored
- **Location** 
- **Fuel type** Petrol

- **Exterior colour** Blue
- **Car type** Coupé
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Description

Special French registration certificate for classic cars
V8 - 4700 cc - 310 bhp

- Restoration in 2005 costing more than 100 000 \$
- Concours condition
- Car fully serviced and ready to be driven in France

In the late fifties, battle lines were drawn in the ranks of the senior management of the Ford Motor Company. Lee Iacocca, an ambitious young visionary, had every intention of dusting off the firm's excessively traditional image. To achieve this, he needed to act behind the scenes and outflank certain reactionary and obstructive directors. The baby boomer generation was now of an age to become consumers and America at the start of the sixties was moving on. So the time was ripe for the birth in 1964 of the Ford Mustang, a new breed of car with a younger and more sporting image. It was initially offered in two body styles, coupé and convertible, but by the end of 1964 a third version was put on the market, a Fastback coupé. Although this body style did not at the time achieve the expected commercial success, it is the one nowadays held in the highest esteem by Mustang enthusiasts. Buyers could choose between a straight six engine and V8s of various sizes, as well as between 3 and 4-speed manual gearboxes and an automatic one. The engine which accounted for the bulk of the sales was the 4.7 litre V8 289 ci (referring to the capacity in cubic inches of a single cylinder), with an output in its first version of 228 bhp and a huge torque of 420 Nm.

Carroll Shelby, a veteran racing driver with many victories to his credit and the creator of the famous Shelby Cobras, was convinced of the sporting potential of the Mustang and accepted the commission to develop a competition version to enter the championship of the Sports Car Club of America and international long-distance races. The result was the Mustang GT 350, with uprated mechanics and lightened and modified bodywork. The Windsor V8 produced 310 bhp and numerous improvements (such as limited-slip differential, larger Ford Galaxie rear drum brakes and Kelsey-Hayes front disc brakes) turned the Shelby Mustang 350 GT into a formidable competition car.

The car which we are presenting was entirely prepared in California to a technical specification identical to that of the original Shelby Mustangs assembled by Shelby American in Los Angeles before production was transferred to Ford. This preparation cost more than 100 000 dollars in 2005. Everything was extensively reworked, particularly the engine, which alone took half of the budget. Every part fitted was identical to those used by Shelby. Following its restoration, the car was shown at many exhibitions and events, before being acquired by its current owner, who has given it regular road use. Recent maintenance has included new oil seals, brake system work (pads, master-cylinder) and most importantly an overhaul of the 4-speed manual gearbox. The special French registration certificate for classic cars has been obtained and the car has recently passed the obligatory technical test. This is a vehicle in top concours condition and it is ready for road use and to participate in major events.

This car will be sold during an auction sale organized by AGUTTES Auction House.
It will take place in Paris, at the Espace Champerret, France, on March the 17th, 2019.

The digital catalog is available on our website
<https://www.aguttes.com/html/infos.jsp?id=96052&&setLng=en>
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