


CLASSIC DRIVER



1969 Shelby GT 350

Lot sold	USD 0 GBP 0 (listed)	Drive	RHD
Year of manufacture	1969	Condition	Used
Mileage	92 116 mi / 148 247 km	Location	
Gearbox	Manual	Exterior colour	Other
Lot number	201	Car type	Other

Description

"The Shelby Mustang is a high-performance variant of the Ford Mustang which was built by Shelby American from 1965 to 1968, and from 1969 to 1970 by Ford. The earliest of cars are often called Cobras using the Cobra emblem and the optional Cobra valve covers on many GT350s that were part of a marketing tie-in by Shelby with the AC Cobra models produced by Shelby, as well as one of his iconic symbols. Beginning as a stock Mustang with a four-speed manual transmission and nine-inch live rear axle, the cars were shipped to Shelby American, where they received the high-riser manifolds, Tri-Y headers, and were given larger Ford Galaxie rear drum brakes with metallic-linings and Kelsey-Hayes front disc brakes. In 1965, the GT350 was not built for comfort or ease of driving, there were 34 GT350R race-spec cars built specifically for competition use under SCCA rules, and the model was the B-Production champion for three straight years however by 1966 the GT350 was more comfortable for casual drivers, including rear seats, optional colours, and an optional automatic transmission. This trend for more options and luxuries continued in the following years, with the cars becoming progressively more comfortable.

The 1965 and 1966 GT350s were delivered from Ford's San Jose assembly plant in body and white form for modification by Carroll Shelby's operation, originally in Venice Beach and later at Los

Angeles International Airport. The only year that the Shelby Mustangs from the 1960s came from another plant was 1968, where they came from New Jersey, this was denoted by the 'T' in the VIN and they were modified by A.O. Smith.

In 1969 the GTs lost their Cobra tag and were marketed simply as the Shelby GT350 and Shelby GT500 receiving an extensive face lift, the body alone increasing in length. Ford was involved with design and style decisions, with Shelby having less input but the GT350 was now equipped with a 351 cubic-inch V8 and this was the last of the Shelby Mustangs as Carroll Shelby terminated his agreement with Ford in the summer of 1969.

This matching numbers Shelby GT350 convertible is presented in Acapulco Blue with contrasting black trim and knit vinyl Hi-Back bucket seats with a white power-hood to match the famous Shelby racing stripes. The car boasts both power steering and air conditioning and the 351-4V V8 engine is mated to the matching GT350 select shift automatic transmission. GT equipment included, power front disc brakes, deluxe interior, a SelectAire AM/8 track stereo radio, tinted glass, deluxe belts and colour keyed racing mirrors. This car was owned by a Californian collector for some 30 years and six years ago he decided to embark on a full \$200,000 restoration, sadly upon nearing the completion he passed away. Our vendor recently completed the restoration upon its arrival in the UK which included a new hood this year and over £10,000 of bills from Speed shop and Mustang Maniac found within the history file. The restoration included a complete disassembly with the bodysell properly refinished inside and out to an understandably high quality.

The 351 V8 engine was fully re-machined in Fresno, California by Daves Performance Motors. This all-matching example as such presents immaculately, firing up immediately with that renowned V8 growl. It is believed that only 194 1969 Shelby's exist and this is one of those few produced before Shelby left Ford. With over \$200,000 invested, this Shelby GT350 convertible represents a serious bargain. Offered with a Marti Report in the history file, this striking Shelby GT350 Convertible deserves serious consideration by any collector, especially those with a hunkering for muscle cars."

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