

# 1965 Shelby: GT350 VIN Number SFM5S077

On December 23rd. 1965, the first historic batch of 100 stripped down Hi-Po mustang GT's were delivered to Shelby American Inc's California factory from Fords San Jose plant. Initially standing on the tarmac of Los Angeles Airport, each was brought into the factory, where the 289 Hi-Po engine, steering and suspension were further modified, and the cars finished to Shelby specifications and fitted with any special options ordered by the customer. SFM5S077 was one of that batch. Work started on number 77 on the 19th February 1965, and was eventually finished on 31st March. It was fitted with customer specified "R" model magnesium racing wheels (American Racing Torque-thrust) and the relatively rare "six pack" of carburettors. (Triple two-barrel Holleys on a Shelby inlet manifold). It was sent to District sales office 9, Paradise Ford Sales Inc. of Scottsdale Arizona, for collection by its first owner. The DSO number is marked on the radiator support. Dave Jordan immediately pulled the engine for blueprinting and converted the car to (almost) "R" model specs, for racing. The tank and front apron were replaced by "R" model units, and during the first season of racing, the manifold and carburettors were again changed, this time for a Shelby manifold fitted with four twin downdraught Weber carbs. It is not known how successful number 77 was in its racing career, but at least it was never crashed, and in 1976, its second owner returned it to its original specification. The only non-original parts on the car are the standard front apron (date code 1970 instead of 1965) and the fuel tank. The triple Holleys were also re-installed and remain on the car to this day.



Year of manufacture :	1965
Number built :	521
Engine :	289 Hi-Po solid lifter cam. 4745cc V8
Output :	306 BHP @ 6000 RPM with single Holley, presumably more from triple carburetors. Torque 329 Ft.lbs @ 4200 RPM.
Transmission:	4 speed Borg Warner T10 all aluminium ("Side-loader")
Differential:	3.89 : 1 Detroit locker LSD
Shelby unique features: homologation by SCCA for	Converted to two seat sports car, for Racing. Faster steering, 3.5 turns lock to lock. Shelby cobra 16" steering wheel. Koni adjustable shock absorbers front and rear. Anti-tramp bars fitted above rear axle Cables to limit rear axle movement Prop shaft safety loop. Aircraft style 3" safety belts. Rear mounted Autolite battery. Special Shelby Rev counter and oil pressure gauge.



# Mustang Round Up



64 / 66 Convertible 2nd - David Price



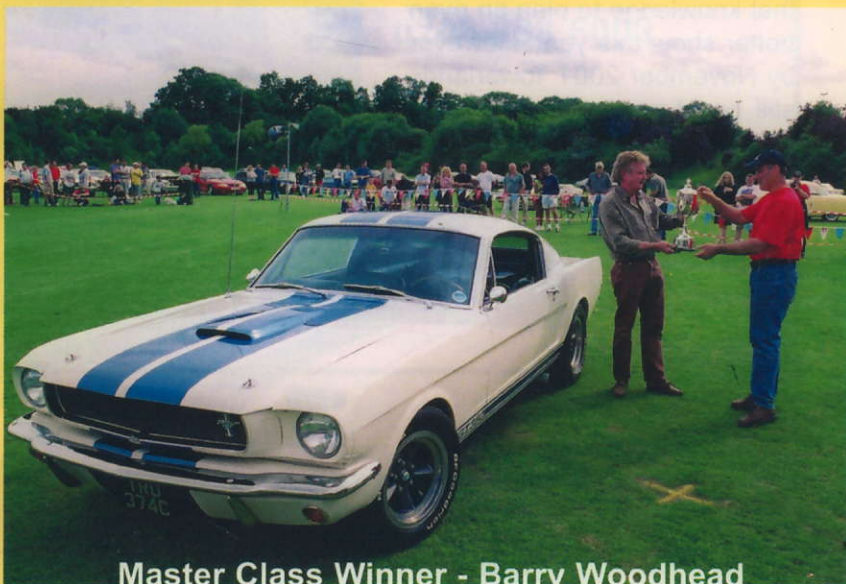
66 / 66 Convertible 1st - Duncan Warrick



64 / 66 Fastback 2nd



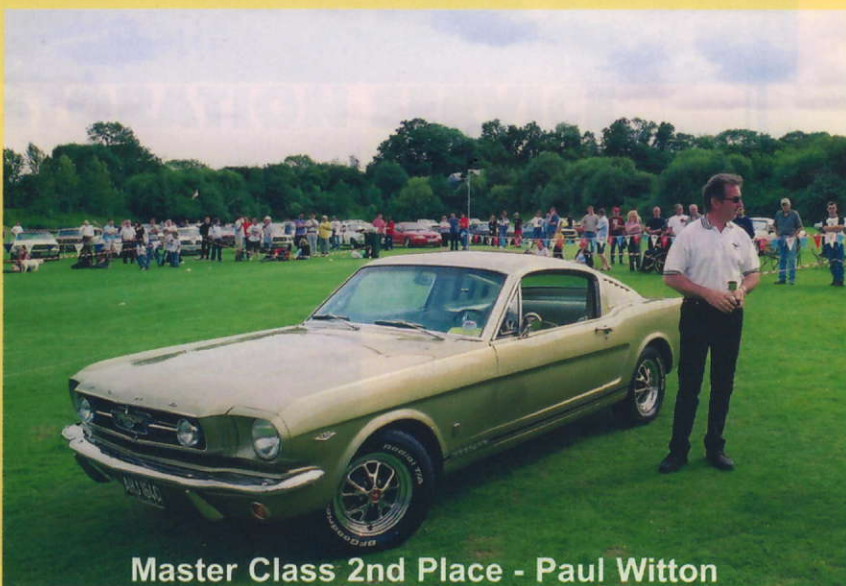
67 / 68 All 1st - Michael Bailey



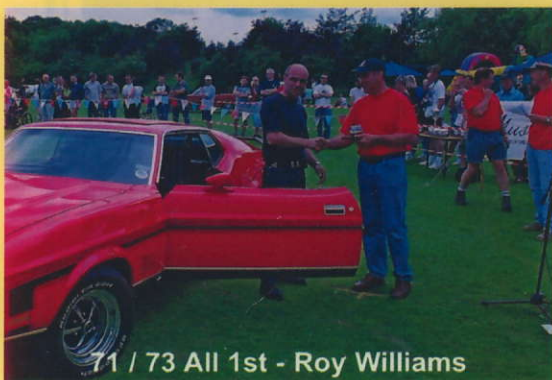
Master Class Winner - Barry Woodhead



69 / 70 Fastback 1st - Kirk Murray



Master Class 2nd Place - Paul Witton



71 / 73 All 1st - Roy Williams

