

SHELBY GT350 MUSTANG

Year:	1966	Style:	2 door Comp coupe
Color:	White w/LeMans Stripe	Engine:	4727cc V8
Price:	P.O.A.	Chassis #:	SFM6S089

History:

This very special Shelby was previously owned and raced by none other than the great Stirling Moss, the winner of 16 GP races and one of the greatest drivers ever. He described this car lovingly as one of his favorites. One of the prized 252 "left-over" 1965 cars; it is the 89th car to roll off the Ford production line in late 1965 and has the 1965 suspension and 1965 Ford serial number. The car was carefully restored and brought to full "R" specs in 1991 and was driven and raced by Moss in a large number of important vintage events the Coppa Intereuropa and the Targa Tasmania during his long ownership. The car has a long and stellar history and comes complete with many original letters, photos and documentation between Moss, Carroll Shelby and others.

Condition:

Never crashed or modified, it is in "ready-to-race" condition with excellent original paint, body, mechanicals, exterior and interior. Restored by Chris Liebenberg, there was no expense spared to keep the car as original as possible. Car has a fiberglass hood, and the correct components throughout, including the 15" Cragar/Shelby wheels. Fully race-prepared with roll bar, fuel cell and fire system. A very well-sorted and competitive vintage racing car, with comprehensive records and maintenance details included.



1966 SHELBY GT350 MUSTANG

Body Design	Ford/Shelby	Body Built By	Ford/Shelby
Chassis No.	SFM6S089	Engine No.	ME478
Engine Type	V8	Material	Cast-iron block
Size	289 CID	Bore & Stroke	4.00" x 2.87"
HP	330bhp & 337ft lbs torque	Valve Train	Pushrod
Transmission	4-speed manual in unit with engine		
Suspension	Front: independent, coil springs w/lowered "A" arms; rear: solid axle w/over-ride traction bars and Koni adjustable shocks		
Brakes	Competition front disc and rear drum brakes		
Wheels	15in Cragar/Shelby cast alloy racing wheels		
Tires	Hoosier Racing: 15" front and rear		
Overall Length	181.6"	Wheelbase	108"
Rear Track	57"	Front Track	53"
Dry Weight	2789lbs	Power/Weight	1:8.45
Top Speed	140+ MPH	Total Built	252 (1965 "Left-over")

The 1966 was differentiated in body color (non-white versions were introduced — colors included blue, red, green and black, as well as the original white) and trim. The "Le Mans" stripes were continued as an option, as in 1965. It featured special quarter-panel windows and rear air scoops on each side and an optional [automatic transmission](#). A fold-down rear seat was now standard as well. Where early 1965 cars had black engine blocks, 1966 and later cars had the 289 engine painted blue. The first 252 GT-350s for 1966 were "carry-over" cars. They had the 1965 Ford Mustang Bodies and 1965 Ford Mustang serial numbers under their Shelby serial numbers. They had mostly 1965 features including standard Koni shocks and engines painted black. Blue engines did not occur in 1966 until after these 252 "carry-over" models were produced. 1966 production was 1373 fastbacks including two prototypes and four drag cars and 252 "carry-over" models with Ford Mustang 1965 bodies. 1001 Hertz fastbacks were produced, including two prototypes. Four [convertibles](#) were also produced, for a total of 2378 units for 1966.

Production numbers: GT350 — 2,380 units (four were special order convertibles for Carroll Shelby, the rumor is that six were made, but only four [VINs](#) have been discovered). The brakes were enlarged because of the extra power. New components such as under-hood suspension bracing were used. Staggered rear shock absorbers prevented wheel hop and axle wind-up. Functional air intake scoops were added to force air to the rear brake pads, helping keep them cool.