



## 1965 Shelby GT350

Chassis No. SFM 5S151

**\$425,000 – \$500,000**

The 151st out of 521 street GT350 produced in 1965

Documented 18,407 miles at time of cataloging

Radio delete, trunk-mounted battery, optional Shelby-branded Cragar GT alloy wheels

Restored by Orlando Mustang to exacting standards

Earned the “Gold Award” at the 2015 SAAC National Convention

Captured “Best in Class” at the 2015 Hilton Head Concours

Complete with multiple awards, an owner’s manual, ownership history and correspondence, and a complete binder of receipts from Orlando Mustang documenting the restoration

Additional Gold awards include Mustang Club of America (MCA) OK Corral Grand National Meet in Oklahoma in 2012, MCA National Show in Beaumont, TX in 2013, an MCA Meet in Savannah in 2014, and an award at the Mid America Ford Nationals



In August 1964 Lee Iacocca, Ford’s General Manager, urged Carroll Shelby to turn the enormously popular Mustang into a true performance car. Project head Chuck Cantwell, fabricator/engineer Phil Remington, and designer Peter Brock took on the task, while racers Ken Miles and Bob Bondurant refined the suspension. The competition GT350R captured three-straight SCCA B-Production National Championships along with numerous other victories, and the 1965 GT350 for the street was only slightly more civilized than the racer. “It’s a real honest-to-gawd hair-on-the-chest G-dash-T car,” Carroll Shelby told Car Life magazine.

SFM 5S151 was finished in Wimbledon White with Guardsman Blue stripes by Shelby American, Inc. on 29

April 1965, and shipped to Riesmeyer Motor Company in Crestwood, Missouri on 13 May 1965. Being an early production car, it is equipped with a trunk-mounted battery. Furthermore it is a factory radio-delete car ordered with the optional Shelby-branded Cragar GT alloy wheels riding on Goodyear Blue Dot tires. Like all 1965 GT350 it features 289 cu-in V8, built to develop 306 horsepower, delivered through a Borg Warner T-10 four-speed aluminum transmission. A Mr. Utenage of St. Louis, Missouri purchased the Shelby on August 29, 1965. There were three more St. Louis area owners, where it remained until 2006 with about 15,000 miles on the odometer. It moved to Maryland, then Pennsylvania, before the next Arkansas-based owner traded two 1966 GT350s for the then 17,000-mile Shelby. Purchased by Phillip Pickens in 2009, SFM 5S151 was







turned over to Orlando Mustang for a no-compromise restoration, the proof of which was the "Gold Award" at the 2015 Shelby American Automobile Club (SAAC) 40th Anniversary National Convention, capturing 914 out of a possible 955 points, with the deductions for just the smallest of details that have since been corrected. Further validation of its quality came with the Best in Class award at the 2015 Hilton Head Concours. Additionally, the car garnered many other awards which accompany the sale as well as ownership history and correspondence, and a large binder of receipts documenting the restoration from Orlando Mustang. It is also complete with a spare Cragar GT alloy wheel mounted in the package tray as well as a jack.







## 1965 Shelby GT350 'Public Relations' Race Car

Chassis No. SFM 5S112

**\$350,000 – \$400,000**



One of five 1965 GT350 Shelbys used for public relations

Original GT350 converted to GT350R specifications

Restored by Cobra Automotive of Wallingford, Connecticut

Extensive documentation from new

Prepared for vintage racing but also street registered



An early Shelby Mustang, SFM 5S112 was ordered in December 1964 and was completed on May 6, 1965. Days later it was shipped to Ford's "Glass House" headquarters in Dearborn, Michigan along with four other 1965 GT350s and four Cobras, all at the request of Ford's Shelby American liaison, Ray Geddes. Howard C. Pardee, 1965 and 1966 GT350 Registrar of the Shelby American Automobile Club, confirmed 5S112 was used by Ford for "Public Relations" duties. Those testing Ford's must have thoroughly enjoyed the performance of 5S112 – it was returned to Shelby American just four months later needing a complete engine rebuild. Just 1000 miles were on the odometer, and Hi-Performance Motors of Los Angeles charged \$343.93 for the warranty work.

Late in 1965 5S112 was sold to Hank Smith, who converted it to Shelby's "R" specifications, obtaining its SCCA Log Book in 1971. The first Shelby Mustangs were bred for racing, with 36 GT350R racers created (including two prototypes),

but SCCA rules required at least 100 street versions be produced. Except for the GT350R's roll bar and race-ready engine, the 1965 GT350 was literally a race car for the street. With so few GT350Rs available, it was not uncommon for a GT350 to be converted to R-spec. Smith and subsequent owners raced 5S112 for the next eight years. It was restored by vintage race specialists Cobra Automotive of Wallingford, Connecticut to FIA Historic and HMSA standards, and made its debut at the Rolex Monterey Motorsports Reunion in 2015. But 5S112 is also registered for street use, and both front seats are retained. Historic "Public Relations" car and long-time B-Production racer, this Shelby is truly a unique road-and-race ready GT350.





# ACKNOWLEDGEMENTS

Broad Arrow extends its gratitude to the writers, photographers, research professionals, industry veterans, printer, and designers who have collaborated on this auction catalog.

Katelyn Whitman

Christa Buttera

Tom Glatch

Ryan Merrill

Scott Harrison

Peter Stuppard

Motorcar Studios

Deremer Studios

Matt Little

Josh Merzel

Tom Nisco

Marc Russell

Cason Vogel

Brian Thomas

Blake Wingrove

Wesley Wormser