

Shelby G.T. 350

SFM6S2060 — Driven by John Saia

- 375~380HP engine, rare 1966 capscrew LeMans Hi-Po 289 block, 351 heads, forged pistons, balanced & blueprinted
- Cobra finned aluminum valve covers and oil pan
- Holley 715 CFM "cathedral float" 4V carburetor
- Cobra aluminum intake manifold
- Stainless steel Shelby "Tri-Y" headers
- 2½" Magnaflow stainless dual exhaust system
- Ford four-speed Toploader; Hurst shifter (with original-style Ford "T" handle and shift knob)
- Shelby suspension: 620lb. front springs, 665lb. 4-leaf rear springs, 1" front anti-roll bar, Monte Carlo bar, export brace, Koni shock absorbers, "under-ride" traction bars
- Original fiberglass hood, with fiberglass frame
- Wimbledon White with Guardsman Blue stripes — acrylic enamel
- '67 Cobra LeMans cam (C7FE-6250A)
- Manley standard valves & Milodon roller rockers
- Shelby/Ford dual point distributor
- Ford Hi-Po clutch and pressure plate
- Lakewood steel bellhousing
- Ford 9" 4.57 differential with Trak-Loc
- Shelby brakes: 11.3" ventilated front disc brakes & 10"x2±" rear drum brakes, heavy-duty master cylinder, sintered iron brake pads and linings
- P225/60R-15 BF Goodrich Radial T/A tires
- 15x6 Torq-Thrust "D" American Racing wheels
- Five-year ground-up restoration completed in 1990
- My second '66 Shelby, and third owner
- Signed by Carroll Shelby; one of 2,378 built in 1966

