

1965 MUSTANG GT

On April 17th 1965 Ford Motor Company celebrated the one-year anniversary of the introduction of the Mustang. To mark this celebration, Ford introduced two significant trim packages to the Mustang option list, the GT package and Interior Décor Group. These two trim packages were an instant hit and to this day remain very desirable options for Mustang enthusiasts. Foremost, the GT package is the most desirable considering the performance orientation of the option, which included:

- ***Kelsey Hayes Front Disc Brakes***
- ***Fog Lights***
- ***Dual Exhaust with "Trumpet" Tips***
- ***5 Dial Instrument Cluster***
- ***Special Handling Package***
- ***Hood Lip Molding***
- ***Unique Rocker Stripes and 'GT' Ornamentation***
- ***289 4V Engine (Base was an 'A' code, 'K' optional)***

Factory Ford built 1965 Mustang GT's are very rare. Production did not begin until sometime in late February '65 and continued through the end of July '65. Unfortunately, Ford destroyed all production data for Mustangs built from March, 1964 through the end of 1966. So, we are unable to determine exact production figures on just how many GT Mustangs were built. Some unverified sources claim GT production in 1965 at less than 2% of total production. If this is true, GT production would have been approximately:

- ***8,185 Hardtops***
- ***1,541 Fastbacks***
- ***1,462 Convertibles***

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5F08A737042 was scheduled to be built on May 24th, 1965 at the Dearborn assembly plant. It is unknown if this car was a Dealer Stock Order or if it was a Retail Order. Regardless, it left the factory with an impressive list of options:

- ***GT Equipment Group***
- ***289 4V V8 'A' Code***
- ***4 Speed Toploader***
- ***Power Steering***
- ***Full-Length Console***
- ***Power Top***
- ***Visibility Group***
- ***Wood-Grain Steering Wheel***
- ***Rally-Pac***
- ***Knock-Off Wheel Covers***
- ***6.95x14 4 ply WSW Tires***
- ***Heavy Duty Battery***
- ***Sun-X Tinted Glass***
- ***AM Radio***

The base price of a Mustang Convertible in 1965 was \$2,557.64. Adding up all the options above, this GT convertible would have been quite pricey in 1965 at around \$3,500.

This Arcadian Blue (Code F) with Medium Blue Standard Interior (Code 22) GT Convertible was destined for the Richmond, VA DSO (Code 25) once it left Dearborn. The exterior is quite notable considering that Arcadian Blue was not seen until later in the 1965 production year. Most Mustang enthusiasts are not aware that this color was available in 1965.

During the restoration of the GT, great effort was taken to replicate the correct Arcadian Blue which was done by matching an undisturbed paint sample under the dash pad area. The results are a 100% correct match.

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5F08A737042 most likely spent its early days tooling around Virginia. Sometime in the 70's it made its way to South Carolina where it spent the next 25 years. Ultimately, it was found on the internet in March of 2002 and purchased by the then MCA Gold Card Judge, Charles Turner. Charles Turner has been involved with Mustangs since the 80's, beginning with his first car: a 1968 Mustang Coupe. Since then, he has been restoring and showing high level cars at the National level. In 2003, Charles became the Mustang Club of America Assistant National Head Judge for the 1964 ½ - 66 Concours classes. The Assistant Head Judges are appointed by the National Head Judge, who at the time was Wally Short. Wally followed the recommendations of well-known Mustang Restorer Bob Perkins to select Charles for this position. Bob was the MCA Authenticity Head Judge at that time. In 2005, Charles also became an MCA Thoroughbred Gold Card Judge.

Charles purchased 5F08A737042 to restore to MCA Concours level. The GT was disassembled starting around April of 2002. All parts were carefully removed and cataloged. Unique features about the car were noted during the disassembly. The GT remained a rolling shell until November of 2003 when it went to the bodyshop. The remaining suspension was removed and the unibody was prepared to be sent off and chemical "dipped". The paint and body process took about a year and the car was delivered to Charles' residence during December 2004. The restoration of the GT was done by Charles with some help from a couple MCA Gold Card Judges; Mike Murray and Pete Morgan. The restoration included numerous NOS (New Old Stock) Ford parts that had been accumulated for the GT since 2002. The assembly process began in January of 2005 with a target completion date of May 10, 2005. The target date was met, just barely, and the car was transported to Huntsville, AL to be entered in the MCA National Show May 13-15. The GT was placed on the show field and ultimately won a Gold Award in MCA Concours Trailered Class.

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5F08A737042 was restored to very high quality. Charles had done numerous MCA Concours Gold winners in the past, so the GT convertible was a product of everything learned up to that point. Countless hours were spent over the years observing vintage Mustangs and parts. This knowledge makes a considerable difference when restoring a Mustang, a better understanding of production practices is learned from these observations. Not only just production practices in general, but also particular plant production practices and production year changes. With this in mind, original parts that came off the GT were carefully examined and cleaned, even if they were not to be re-installed during the restoration. Photographs and notes were taken and any unique features were replicated on the car such as identification marks and orientation of parts and fasteners.

5F08A737042 was restored so that it could be shown or driven. The original engine was sleeved back to standard bore, the original top loader was completely overhauled and the original rear differential was converted to limited slip. Every effort was made so that this car could be driven if desired.

5F08A737042 was restored using a very minimal amount of reproduction parts. The overall look and fit of the car is a direct result of the combination of NOS and original Ford parts used. MCA Concours class allows the use of reproduction parts. MCA Thoroughbred class requires all NOS or original parts. 5F08A737042 was restored such that the remaining NOS/Ford parts necessary could be located and installed and the GT could then compete in MCA Thoroughbred class if so desired.

This document was written by Charles Turner, Mustang Club of America Assistant National Head Judge – 64 ½ - 66 and restorer of 5F08A737042.
