



# The Wisconsin Early Mustangs

"A FEW TO PRESERVE THE BEST"

THE FEEDBACK

From the Pres.

March 8, 1987

A while back I was reading one of our brother clubs publications. In it was a letter from a Milwaukee area person who used to belong to one of the other car clubs. He quit that particular club because "all the people seemed to do was drive at 30-35 M.P.H. to some fancy restaurant and chit-chat around the piano bar". I know that he could not have known of our fine group because we have trouble finding the piano bar. However, his comments did hit home. We have always tried to keep our activities very diversified, so that all members would find something that was of interest to them. Beginning with our "Ice Breaker Brunch" in early May, we hope to continue our tradition.

I am again pleading with all of you to get your May 17th Show & Swap sign-ups in as early as possible. It makes it easier on the people that are organizing the event and also saves you a buck in the long run. We are very excited about this years show and are trying a few new twists.

The weather this weekend is really great. As soon as we get back from our vacation next week the old black 'stang will be coming out of the barn. We have a bunch of work to do and only weekends to do it on. We do plan to make that early May Brunch with her though. Hope everything goes as planned. Really getting serious about putting in a rear stabilizer bar this year. Those cars really respond well to minor suspension mods. If all goes well we hope to drive the heck out of that car this summer. My project is finally starting to slow down somewhat and we might be getting some breathing room.

The right hand is doing very good. Thanks again for your support and help. See you soon. "Keep on 'stangin'".

Dick Doria

## From Your Editor



Over the Christmas Holidays I decided to take upon a self inflicted project. I found myself with two weeks vacation with very little to do to help chase away the winter blahs. What I did was to send away for every imaginable Mustang Catalog on the market. I must confess that at the time I did this I did not know what I would do with all this literature once I received it. As I was going through the ordeal of sending out the letters to all the various vendors the thought occurred to me that possibly I could pass along some helpful information about these suppliers to our members via my column in the Feedbag. At this point I sat down and attempted to put something together that may be of some interest to our readers. Some of the topics I have selected to report on are: (1) A price comparison between the various vendors. (2) The quality of the catalog that was received. (3) The length of time it took to receive the catalogs. (4) Were the vendors really serious about the price they charged for their publications.

The following is the results of my research:

- (1) There was a considerable price difference between each supplier when I selectively chose certain parts to compare prices. I will expound on this in next month's newsletter, when I will actually give you the price differences of 8 to 10 parts and what the prices were asked by the various vendors.
- (2) The quality of each publication varied drastically from a one page Xeroxed sheet to a handsomely bound magazine. Mustang Unlimited definitely had the best looking catalog. Ford Motor Sport not only sent me a copy of their catalog but a \$5.00 issue of the Ford High Performance magazine.
- (3) I received most of the 24 catalogs I sent for within 10 days of my requesting them. With 3 actually coming four days after I mailed out my letter.
- (4) I received all catalogs free of charge even though 9 of the 24 requested a fee of between \$2.00 and \$4.00. All that I did in My letter that requested their catalog was to let them know that I was seriously involved in a major Mustang restoration project and was looking for a sole source supplier for parts.

In summary I came to the following conclusions. The market is saturated with Mustang parts vendors. There are still a few new ones coming on stream to try to muscle into a market that has been in existence for about ten years. The market is becoming very price competitive. This was not the case in the late '70s and early '80s when the hottest point of Mustang fever existed. The vendors are playing to a limited audience, which means there are only so many 64½-73 Mustangs to restore. Many have already met the ultimate in restoration, and a few more of these gems have met the demise of the junk yard crusher.

I would recommend you shop around for the parts you need to complete your restoration project as there is quite a difference in price. You will be able to see this in next month's article on price comparison. In some cases the parts you need may still be available through your local Ford dealer. You can receive a 25% discount just by being a member of the W.E.M. You can also save shipping and handling charges by buying through Ford. Most vendors charge 5%- 10% shipping,

Until Next Month

Fraturnally Yours, Bob Z.

MINI MINUTES FROM MEETING HELD 2/23/87

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- \* The meeting was called to order by V.P. Zimmermann at 7:30 PM.
- \* The secretary and treasurers reports were given.
- \* Sal Lorino gave an update on our car show and swap meet. See a detailed report in the newsletter.
- \* Pete Yoss reported on the annual club dinner held on Feb. 7, 1987.
- \* Dick Coyle reviewed plans for the May 3rd brunch run. More details and sign up form in the newsletter.
- \* The clubs first over the road trip for 1987 will be held the weekend of June 13-14. The destination has not yet been decided.
- \* Bob Z. has been asked to write an article for the Ford/Mustang Buyers Guide. The topic will be our May 17th car show.
- \* The Early Ford V-8 Club would like to hold a joint venture with the W.E.M. sometime this summer. A Rallye or picnic was suggested. Dave Yahn will coordinate the function from our end.
- \* The meeting was adjourned at 8:25 PM.

NEXT CLUB MEETING WILL BE MARCH 30, 1987

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CLASSIFIED

FOR SALE: 1965 Mustang parts. Driver side door, hood, CALL DON 481-2752

FOR SALE: 1966 289 intake and carb, oil pan, and door panels. Edlbrock Streetmaster intake & 600cfm Holley just rebuilt. 1977 Delta 88 Royal. White with tan interior. New starter, gas tank, brakes, snow tires, 403 4bbl, air, AM/FM stereo, powerlocks and trailer package. \$1500 CALL TYLER 327-0672

FOR SALE: 1980 Yamaha 850cc. Special full dress, fairing, trunk, radio, 17,000 miles. \$1200 or trade for a Ranchero. CALL DAVE 327-0961

WANTED : 1970-1978 Ford Ranchero. CALL DAVE 327-0961

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WANT ADD COUPON

Do you have an item you need or want to sell? If so clip this coupon and send to Bob Zimmermann 2307 W. Carrington Av. Oak Creek WI 53154.

The ad will appear in the next newsletter if received by the 1st of the month

FOR SALE \_\_\_\_\_

WANTED \_\_\_\_\_

W.E.M. CALENDAR OF EVENTS

- \* MARCH 30 Club meeting. (Date was printed wrong in Feb. newsletter)
- \* APRIL 27 Club meeting.
- \* MAY 3 Ice Breaker Brunch Run. See sign up form in newsletter.
- \* MAY 17 Fifth annual W.E.M. show and swap meet.
- \* MAY 25 Normal meeting day. Due to holiday new date will be announced.

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ICE BREAKER BRUNCH RUN

Bring your Mustang out of storage, dust off the cobwebs, and join the fun with your fellow Mustangers for the club Brunch Run.  
 By popular demand, the brunch will be held at the Interlaken Lodge, on Highway 50, at lake Geneva, On Sunday May 3rd, at 11:00 AM.  
 Come out and enjoy a 45 minute drive through Wisconsin's Kettle Moraine. No traffic, no smog, no road construction, and no toll booths. Its all you can eat, while overlooking beautiful lake Como.

Don't be left out. Get your reservations in early. Two meeting places have been designated. Those who wish can meet at the parking lot of the Wauwatosa Savings and Loan (where we hold our monthly meetings). A second meeting point has been set up at the park and ride lot on Highways 15 and 83.

Send or make your reservations with me, Dick Coyle, no later than Monday April 27th meeting.

Adults - \$10.95 plus tax and 15% Gratuity Total of \$13.15. Bev. extra  
 Children under 12 - \$5.95 plus tax and gratuity Total of \$7.15  
 Do not send money along with your reservations. You will be billed individually at the brunch.

Dick Coyle

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ICE BREAKER BRUNCH  
MAY 3 1987 11:00 AM

SEND YOUR RESERVATIONS TO:

DICK COYLE  
 W262 N5129 AUTUMN TR.  
 PEWAUKEE, WISCONSIN. 53072  
 (414) 691-3821

Yes, I plan to attend the Ice Breaker Brunch. There will be \_\_\_\_ adults  
 and \_\_\_\_ children in my party.

NAME:

ADDRESS:

PHONE:

CAR SHOW REPORT

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Well here we are into March and our show is only two months away. We will be holding our last committee meeting on April 12th, Sunday at 7:00 PM at my house to finalize our show plans. I would like to see all committee chairmen attend. Volunteer workers are also welcome.

We need your help in procuring donations of trinkets for our goodie bags. These packets will be given to all those registering their car in the show. As of this writting we have only received one piece for the packet. I have solicited about three places myself and I know with a little effort we can obtain many more items. If you can't actively participate in the show this may be a good way to help.

So far we have received cash donations from the following organizations Marks Auto Body, Schwister Ford, Performance Engineering, Hillside Car Wash, Lorino's Car Wash, and Pete's Auto Body. We wish to thank them for their support and hope our members take advantage of their service.

A drawing for a major prize will take place every hour or half hour depending on the amount of prizes donated. A ticket for this drawing will be placed in each registrants packet. You must be present to win.

A portable CB radio, a stereo Boom Box, a 5" black and white A/C D/C television set, and a complete car stereo system are a few of the prizes which will be given away at the show. As you can see by the list of prizes mentioned & a goodie packet given away as well, our 1987 show is on the way to become our biggest show to date. This show will offer the best food at competitive prices, prizes, trophys, and yes some music from the 50's-60's era. I hope to see all members attend!!

Sal Lorino  
4217 N. Larkin St.  
961-7390

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1987 CLUB DINNER

On February 7th our club held its annual dinner. This function was planned by Pete Yoss, and a fine job he did. The food was great, the pony talk was fun, and let's not forget that great ballroom dancing that took place. This event was attended by forty-three members and friends. Although the turnout was a bit lighter than we would have liked, all those that attended had a great time. The club would like to extend a special thank you to Tyler Baker and company, who provided the entertainment for the evening. The Disc Jockey show was very well planned and some of us really kicked up our heels. We have already started to discuss plans for next years dinner, and what it might take to draw a bigger turnout. For those of you who attended thanks for coming, hope you had a good time. For those of you who missed, start planning for next years dinner.

Bob Z.

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MARCH CAR OF THE MONTH 1968 MUSTANG COUPE OWNER: TOM BUTTRAM

I purchased this Mustang in August of 1978 for \$450. I am the second owner and have been interested in the Ford Mustang since they were first introduced in 1964. The car was purchased from a West Allis owner who gave it to his daughter for a high school graduation present. She drove the car to U.W.M. for four years and decided to sell it a few years after graduation from college.

Needless to say for the price I paid for it the car required a complete restoration. I installed new fenders, rear quarter panels, redid the trunk compartment and floors. Another reason I purchased this '68 coupe was that I needed reliable second transportation. I bought a '78 Olds diesel and after one year this monster went through four engines, and was in the shop more than it was in my garage. I also bought a new '80 T-Bird to use as my primary transportation. Once I had my coupe to a fine point of restoration I no longer wanted to use it as a daily driver. Since restoring the '68 coupe it has never been driven during the winter months. It has 60,000 original miles on it. I also own a '68 convertible which you will see featured shortly in an upcoming car of the month.

Tom Buttram

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FINAL NOTICE FOR ENTERING NEWSLETTER CONTEST

Times running out for all those interested in entering the newsletter article contest. The drawing will take place at the March Meeting. To enter all you have to do is send an article suitable for reprinting in our club newsletter. It does not have to be car related but should be of interest to our readers. The prize is a hard bound book entitled "The Ultimate Mustang Book". The value of this book is \$15.00. Send or give your article to: Bob Zimmermann 2307 W. Carrington Ave. Oak Creek Wi. 53154.

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## HOW TO ASSESS THE VALUE OF A MUSTANG

I had promised you a few months ago an article on how you could get a ballpark figure on the values of a 1964½-1973 Mustang. The source of my information comes from the Old Cars price guide dated Feb. 1987. To figure out these values you must place the car in one of the five categories listed below. Once the proper category has been determined you can check out the averages price values further on in the article.

**CONDITION 1:** Restored to maximum professional standards of quality in every area; or perfect original with all components operating and appearing as new. A 95-plus car show.

**CONDITION 2:** Well restored or a combination of superior restoration and excellent original. Or an extremely well maintained original showing very minimal wear.

**CONDITION 3:** Completely operable original or older restoration that is beginning to show some wear; or amateur restoration; all presentable and serviceable inside and out. Also, combinations of well done restorations and good operable components; or partially restored car with all parts Necessary to complete restoration.

**CONDITION 4:** A driveable vehicle needing only minor work to be functional; or a deteriorated restoration or poor amateur restoration.

**CONDITION 5:** Needs a complete restoration of body, chasis, and interior. May or may not run but isn't weathered.

### 1964½-1973 AVERAGE PRICES

1964	FP	5	4	3	2	1
2 dr HdTp	2425	1350	2700	4500	6300	9000
Conv	2665	1650	3300	5500	7700	11,000

NOTE: Deduct 5 percent for 6-cyl.  
Add 20 percent for Challenger Code "K" V-8  
First Mustang introduced April 17, 1964 at N.Y. World's Fair.

1965	FP	5	4	3	2	1
2 dr HdTp	2425	1350	2700	4500	6300	9000
Conv	2665	1650	3300	5500	7700	11,000
FsBk	2640	1450	2850	4750	6650	9500

NOTE: Add 20 percent for 271 hp 16 part engine  
Add 5 percent for "GT" Package  
Add 10 percent for original "pony interior"  
Deduct 5 percent for 6-cyl.

1965 Shelby GT	FP	5	4	3	2	1
GT 350	4195	2850	5700	9500	13,200	18,000

1966	FP	5	4	3	2	1
2 dr HdTp	2525	1200	2400	4000	5600	8000

Conv	2750	1600	3150	5250	7300	10,500
FsBk	2700	1350	2700	4500	6300	9000

NOTE: Same as 1965

1966 Shelby GT	FP	5	4	3	2	1
GT 350	2900	2850	5700	9500	13,300	19,000
GT 350H	4500	3150	6300	10,500	14,700	21,000
GT 350 Conv	3750	2500	5000	7500	11,250	16,500

1967	FP	5	4	3	2	1
2 dr HdTp	2550	1050	2100	3500	4900	7000
Conv	2750	1500	3000	5000	7000	10,000
FsBk	2650	1100	2200	3750	5250	7500

NOTES: Same as 1964 65, plus.  
Add 5 percent for 390 cid V-8 (code "Z")  
Add 5 percent for "Playboy Pink" paint.  
Deduct 5 percent for 6-cyl.

1967 Shelby GT	FP	5	4	3	2	1
GT 350	3995	2700	5400	9000	12,600	18,000
GT 500	4195	3000	6000	10,000	14,000	20,000

1968	FP	5	4	3	2	1
2 dr HdTp	2700	1050	2100	3500	4900	7000
Conv	2920	1500	3000	5000	7000	10,000
FsBk	2870	1100	2200	3750	5250	7500

Add 5 percent for GT 390  
Add 10 percent for 427 cid V-8 (code "W")  
Add 15 percent for 428 cid V-8 (code "Q")  
Add 10 percent for "California Special" trim.

### 1968 Shelby GT

FP	5	4	3	2	1	
350 Conv	4238	2850	5700	9500	13,300	19,000
350 FsBk	4117	2700	5400	9000	12,600	18,000
500 Conv	4439	3750	7500	12,500	17,500	25,000
500 FsBk	4317	3000	6000	10,000	14,000	20,000

NOTE: 5 percent for RR models.

### 1969

FP	5	4	3	2	1	
2 dr HdTp	2725	980	1950	3250	4550	6500
Conv	2937	1130	2250	3750	5250	7500
FsBk	2725	980	1950	3250	4550	6500

NOTE: Deduct 5 percent for 6-cyl.  
Mach I 3125 1130 2250 3750 5250 7500  
Boss 302 n.a. 1450 2850 4750 6650 9500  
Boss 429 n.a. 1650 3300 5500 7700 11,000  
Grande 3054 1050 2100 3500 4900 7000

NOTES: Same as 1968, plus.  
Add 10 percent for Cobra Jet V-8  
Add 15 percent for "Super Cobra Jet" engine.

### 1969 Shelby GT

350 Conv	4753	2550	5100	8500	11,900	17,000
350 FsBk	4434	2250	4500	7500	10,500	15,000
500 Conv	5027	2850	5700	9500	13,300	19,000
500 FsBk	4709	2400	4800	8000	11,200	16,000

### 1970

FP	5	4	3	2	1	
2 dr HdTp	2822	980	1950	3250	4550	6500
Conv	3126	1130	2250	3750	5250	7500
FsBk	2872	980	1950	3250	4550	6500
Mach I	3271	1080	2160	3600	5050	7200
Boss 302	3720	1500	3000	5000	7000	10,000
Boss 429	n.a.	1650	3300	5500	7700	11,000
Grande	3028	1050	2100	3500	4900	7000

NOTE: Add 10 percent for Cobra Jet V-8  
Add 15 percent for "Super Cobra Jet"  
Deduct 5 percent for 6-cyl.

### 1970 Shelby GT

350 Conv	n.a.	2700	5400	9000	12,600	18,000
350 FsBk	n.a.	2400	4800	8000	11,200	16,000
500 Conv	n.a.	2850	5700	9500	13,300	19,000
500 FsBk	n.a.	2550	5100	8500	11,900	17,000

### 1971

FP	5	4	3	2	1	
2 dr HdTp	3006	800	1600	2650	3700	5300
Grande	3212	830	1650	2750	3850	5500
Conv	3322	1130	2250	3750	5250	7500
FsBk	3068	900	1800	3000	4200	6000
Mach I	3268	1050	2100	3500	4800	7000
Boss 351	4124	1360	2700	4500	6300	9000

NOTE: Same as 1970  
Deduct 5 percent for 6-cyl.

### 1972

2 dr HdTp	2816	800	1600	2650	3700	5300
Grande	3002	830	1650	2750	3850	5500
FsBk	2873	750	1500	2500	3500	5000
Mach I	3053	980	1950	3250	4550	6500
Conv	3101	1130	2250	3750	5250	7500

NOTE: Add 5 percent for engine and decor options.  
Deduct 5 percent for 6-cyl.

### 1973

2 dr HdTp	2847	750	1500	2500	3500	5000
Grande	3033	800	1600	2650	3700	5300
FsBk	2907	830	1650	2750	3850	5500
Mach I	3088	900	1800	3000	4200	6000
Conv	3189	1130	2250	3750	5250	7500

NOTE: Add 5 percent for engine and decor options.

## MUSTANG



# Take a Break

## MOTOR AID

O A I E N O I T A I C O S S A  
 W R B L E V A R T O W I P E U  
 I A R U S H S U P W R I I R T  
 U A D N O B I C V R P I R V O  
 C I E A Y S T K W O B L T E R  
 A S S I S T U E G U I D E O G  
 L B L O C K I U L T B R D H A  
 L S E G N A H C W E I S I E N  
 I R O T O M L H W E D I V O I  
 S T O P W R I A A U N I O J Z  
 T I A I U F W R I T R O R A E  
 A I Y S L W E G T D I O P W R  
 R P L A N I E E U R E P A I R  
 T W T I P M U J W R I E U D A  
 I E U S L L A T S T I D E R C

AID  
 ASSIST  
 ASSOCIATION  
 AUTO  
 BLOCK  
 BOND  
 CALL  
 CAR  
 CHANGE (tire)  
 CHARGE  
 CITY  
 CLUB  
 CREDIT  
 DIAL

DRIVE  
 FEE  
 FLAT  
 GUIDE  
 HELP  
 JOIN  
 JUMP (start)  
 MOTOR  
 OIL  
 ORGANIZE  
 PAY  
 PLAN  
 PROVIDE  
 PUSH

REPAIR  
 ROAD  
 ROUTE  
 SERVE  
 STALL  
 START  
 STOP  
 TOW  
 TRAVEL  
 TRIPS  
 TRUCK  
 WAIT



## Point, Counterpoint

DAUGHTER: "When I get married, I'm going to invite everybody I know. I want the most expensive items on the menu and the best champagne—and I want the whole thing videotaped."

Mother: "Did you ask your father about it yet?"

Daughter: "No."

Mother: "Good. Let me know when you do because I'd like to videotape that."  
 —Contributed by Saryu Bhatt

COMMUTER: "Does this bus go to Queens College?"

Driver: "Yes. And it graduates in June."

—Laurie Hammer, quoted by Jonathan Mandell in *New York Daily News Magazine*

HOSTESS in restaurant: "Do you have a reservation, sir?"

Patron: "No."

Hostess: "Then I will give you immediate seating."

—Leo Kissel, quoted by Alex Thien in *Milwaukee Sentinel*

ONE MOTORIST yelling across lane to another: "How do I get to Brooklyn Heights?"

Second Motorist: "Whatjasay?"

First Motorist: "I want to go to Brooklyn Heights."

Second Motorist: "So go!" —Sid Brody, quoted by Ron Alexander in *New York Times*

## Headline Hits

From an article in the *Milwaukee Journal* about circus-coming-to-town festivities: "DALMATIANS GET CHOICE SPOTS IN PARADE."

In the *Minneapolis Star and Tribune*: "CONGRESSMAN DIPS INTO PORK BARREL TO BRING HOME BACON."

From a story in the *Des Moines Register* about highway conditions: "ROADS ACROSS IOWA CHECK FULL OF HILLS."

On an item in the *Montgomery County, Maryland, Journal*: "BEER SHORTAGE HAS MERCHANTS FROTHING."



"How long will I have to feed myself?"



# MUSTANG SPECIFICATIONS

## SPECIFICATIONS

1964<sup>1</sup>/<sub>2</sub>-65

		(April 1964-August 1965)		Year production	
No.	Model			1965	
63A	Fastback, standard			71,303	
63B	Fastback, deluxe			5,776	
65A	Hardtop, standard			464,828	
65B	Hardtop, deluxe			22,232	
65C	Hardtop, bench seats			14,905	
76A	Convertible, standard			94,496	
76B	Convertible, deluxe			5,338	
76C	Convertible, bench seats			2,111	
<b>TOTAL</b>				<b>680,989</b>	
Models			Prices/Weights		
07	hardtop, 6			\$2372/2445	
07	hardtop, 8			\$2480/2720	
08	convert, 6			\$2614/2669	
08	convert, 8			\$2722/2904	
09	fastback, 6			\$2589/2495	
09	fastback, 8			\$2697/2770	
General Specifications		1964 <sup>1</sup> / <sub>2</sub>			1965
Wheelbase:		108.0			108.0
Overall length:		181.6			181.6
Overall width:		68.2			68.2
Standard Trans.:		3 speed manual			3 speed manual
Optional Trans.:		Overdrive			Overdrive
		4 speed manual			4 speed manual
		3 speed automatic			3 speed automatic
Engine Availability			1964 <sup>1</sup> / <sub>2</sub>	1965	
Type	CID	HP			
I6	170	101	Standard	—	
I6	200	120	—	Standard	
V8	260	164	Standard	—	
V8	289	200	Optional	Standard	
V8	289	225	Optional	Optional	
V8	289	271	Optional	Optional	

# MUSTANG SPECIFICATIONS

SPECIFICATIONS					
1966-68					
No.	Model	Year production			
		1966	1967	1968	
63A	Fastback, standard	27,809	53,651	33,585	
63B	Fastback, deluxe	7,889	17,391	7,661	
63C	Fastback, bench seats	—	—	1,079	
63D	Fastback, del. bench seats	—	—	256	
65A	Hardtop, standard	422,416	325,853	233,472	
65B	Hardtop, deluxe	55,938	22,228	9,009	
65C	Hardtop, bench seats	21,397	8,190	6,113	
65D	Hardtop, del. bench seats	—	—	853	
76A	Convertible, standard	56,409	38,751	22,037	
76B	Convertible, deluxe	12,520	4,848	3,339	
76C	Convertible, bench seats	3,190	1,209	—	
TOTAL		607,568	472,121	317,404	
Prices/Weights					
Models		1966	1967	1968	
01	hardtop, 6	\$2,416/2,488	\$2,461/2,568	\$2,602/2,635	
03	convertible, 6	\$2,653/2,650	\$2,698/2,738	\$2,814/2,745	
02	fastback, 6	\$2,607/2,519	\$2,592/2,605	\$2,712/2,659	
General Specifications					
		1966	1967	1968	
	Wheelbase:	108.0	108.0	108.0	
	Overall length:	181.6	183.6	183.6	
	Overall width:	68.2	70.9	70.9	
	Standard Trans.:	3 speed manual	3 speed manual	3 speed manual	
	Optional Trans.:	4 speed manual 3 speed automatic	4 speed manual 3 speed automatic	4 speed manual 3 speed automatic	
Engine Availability					
Type	CID	HP	1966	1967	1968
I6	200	120	Standard	Standard	—
I6	200	115	—	—	Standard
V8	289	195/200	Optional	Optional	Optional
V8	289	225	Optional	Optional	—
V8	289	271	Optional	Optional	—
V8	302	230	—	—	Optional
V8	390	320/325	—	Optional	Optional
V8	427	390	—	—	Optional

# MUSTANG SPECIFICATIONS

SPECIFICATIONS					
1964 <sup>1</sup> / <sub>2</sub> -65					
(April 1964-August 1965)				Year production	
No.	Model			1965	
63A	Fastback, standard			71,303	
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65A	Hardtop, standard			464,828	
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65C	Hardtop, bench seats			14,905	
76A	Convertible, standard			94,496	
76B	Convertible, deluxe			5,338	
76C	Convertible, bench seats			2,111	
TOTAL				680,989	
Models			Prices/Weights		
07	hardtop, 6		\$2372/2445		
07	hardtop, 8		\$2480/2720		
08	convert, 6		\$2614/2669		
08	convert, 8		\$2722/2904		
09	fastback, 6		\$2589/2495		
09	fastback, 8		\$2697/2770		
General Specifications			1964 <sup>1</sup> / <sub>2</sub>	1965	
Wheelbase:			108.0	108.0	
Overall length:			181.6	181.6	
Overall width:			68.2	68.2	
Standard Trans.:			3 speed manual	3 speed manual	
Optional Trans.:			Overdrive	Overdrive	
			4 speed manual	4 speed manual	
			3 speed automatic	3 speed automatic	
Engine Availability			1964 <sup>1</sup> / <sub>2</sub>	1965	
Type	CID	HP			
I6	170	101	Standard	—	
I6	200	120	—	Standard	
V8	260	164	Standard	—	
V8	289	200	Optional	Standard	
V8	289	225	Optional	Optional	
V8	289	271	Optional	Optional	

# MUSTANG SPECIFICATIONS

SPECIFICATIONS						
1966-68						
No.	Model	Year production				
		1966	1967	1968		
63A	Fastback, standard	27,809	53,651	33,585		
63B	Fastback, deluxe	7,889	17,391	7,661		
63C	Fastback, bench seats	—	—	1,079		
63D	Fastback, del. bench seats	—	—	256		
65A	Hardtop, standard	422,416	325,853	233,472		
65B	Hardtop, deluxe	55,938	22,228	9,009		
65C	Hardtop, bench seats	21,397	8,190	6,113		
65D	Hardtop, del. bench seats	—	—	853		
76A	Convertible, standard	56,409	38,751	22,037		
76B	Convertible, deluxe	12,520	4,848	3,339		
76C	Convertible, bench seats	3,190	1,209	—		
TOTAL		607,568	472,121	317,404		
Prices/Weights						
Models	1966	1967	1968			
01 hardtop, 6	\$2,416/2,488	\$2,461/2,568	\$2,602/2,635			
03 convertible, 6	\$2,653/2,650	\$2,698/2,738	\$2,814/2,745			
02 fastback, 6	\$2,607/2,519	\$2,592/2,605	\$2,712/2,659			
General Specifications	1966	1967	1968			
Wheelbase:	108.0	108.0	108.0			
Overall length:	181.6	183.6	183.6			
Overall width:	68.2	70.9	70.9			
Standard Trans.:	3 speed manual	3 speed manual	3 speed manual			
Optional Trans.:	4 speed manual 3 speed automatic	4 speed manual 3 speed automatic	4 speed manual 3 speed automatic			
Engine Availability	1966			1967		1968
Type	CID	HP	1966	1967	1968	
I6	200	120	Standard	Standard	—	
I6	200	115	—	—	Standard	
V8	289	195/200	Optional	Optional	Optional	
V8	289	225	Optional	Optional	—	
V8	289	271	Optional	Optional	—	
V8	302	230	—	—	Optional	
V8	390	320/325	—	Optional	Optional	
V8	427	390	—	—	Optional	