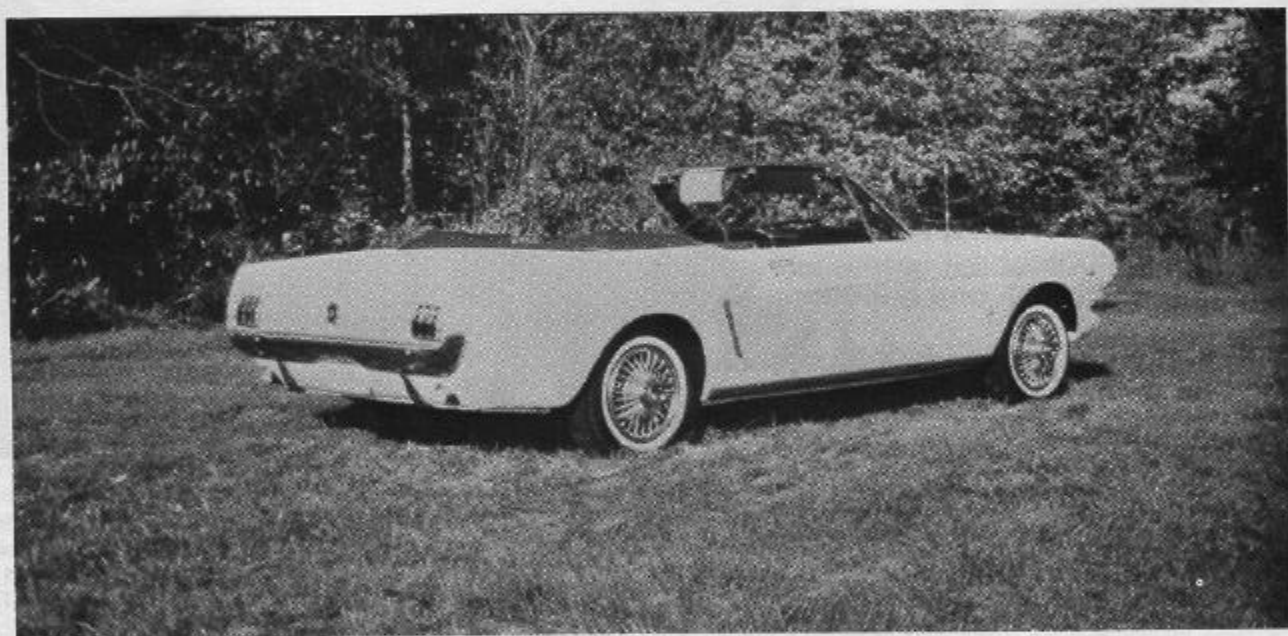


THE MURPHYS

65 CONVERTIBLE

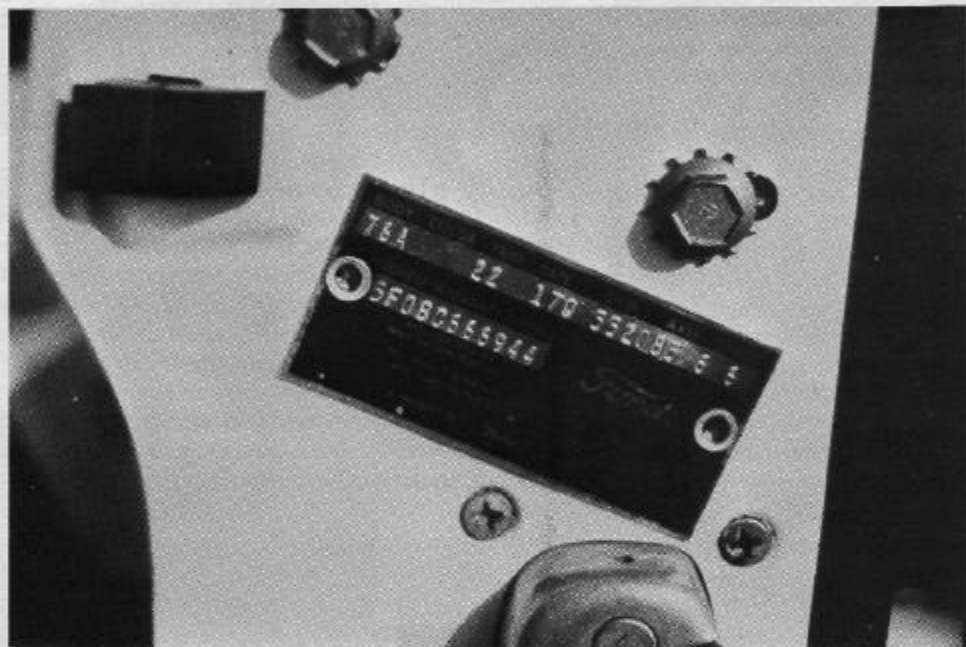


We are a family of four, and have become involved in the Mustang hobby — and are having a whale of a time. We had been searching for an early Mustang convertible for a year or more. We had driven hundreds of miles and looked at dozens of cars. We even ran an ad wanting to buy, but to no avail. We once had one bought, but the owner backed out at the last moment. We were about to buy a car that was already restored when we heard, through a friend, about this auto being traded at the local Cadillac agency.

We decided to look at just one more. The end of the search was at hand, ending fifteen miles from our home. Here was an excellent, untouched example of a well equipped Mustang. We purchased the car on the spot, Nov. 9, 1981 with no hesitation. We have not been sorry, either.

Data plate information is as follows:

Body 76A, Color (Blank), Trim 22, Date 17D, DSO 552085,
Axle 6, Trans. 6. VIN#5F08C666944

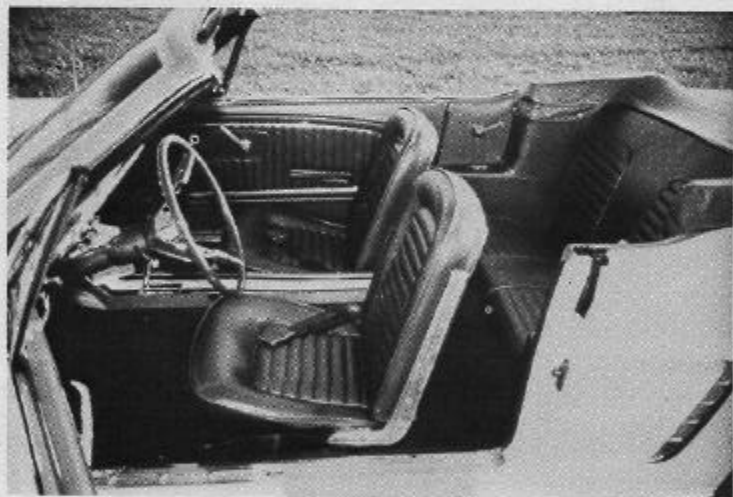


This vehicle was built March 17, 1965 — St. Patrick's Day. This has a special significance to an Irish family. Doing well in national M.C.A. competition took the luck of the Irish! The G.T. was yet to be introduced publicly, but this car came equipped with G.T. convertible, cowl braces, disc brakes, and H.D. battery. The original owner, with whom we have spoken, had a mild interest in sports cars and ordered the car with the above options. He also ordered the 200 horsepower 2 bbl. engine, tinted windshield, visibility group, power steering, power top, console, whitewall tires, rocker panel moldings, AM radio, padded visors, and back-up lights. A pretty well-equipped car you must agree. Also of interest to Mustang buffs is the fact that the owner ordered this auto with a special color paint, a \$34.70 option. The blank paint code on the data plate and the special order number after the D.S.O. verify this.

Original list price was \$3,568.50. The selling dealer was Lockett Ford, Ashland, IL. This same dealer took the auto in on trade Feb. 14, 1970 at which time it registered 31,440 miles. The next record of mileage is when we bought it Nov. 9, 1981 at 59,945 miles.

Almost as soon as we got the car home, we began to forge ahead with one goal in mind — to have the best 1965 convertible.

The motor was removed, cleaned and rebuilt — transmission, too. The engine compartment was detailed down to the last cadmium-plated screw. Parts that were neither painted nor plated were glass beaded and coated with a clear satin finish epoxy.



Front and rear suspension was totally rebuilt using new upper and lower control arm assemblies, new power steering seals and hoses, glass-beaded tie rods, drag link, steering gear, spindles, and strut rods. Brake calipers were rebuilt, rotors trued, bearings repacked, and new seals installed. The rear axle was sandblasted, differential painted red oxide and housing painted chassis black. New brake shoes, hardware and wheel cylinders were installed. The drive shaft and transmission cross member were glass beaded to complete the chassis work.

Next we turned our attention to the body. We installed new Ford factory quarter panels. This was done at home with a rented spot welder. New front fenders were purchased, the doors and deck lid were stripped, along with the hood and valance panels. The entire body was assembled and fitted together. Doors, fenders and hood were adjusted, shims placed and thickness recorded, and then taken apart for painting. Off-white acrylic enamel was applied by Moore's Auto Body, as we felt the texture and grain were extremely close to that of the factory-baked enamel.

Next, we tackled the interior. All removable parts were refurbished. Parts were in every room, under every table and bed. An understanding wife is a must during this type of project. With patience and help from the entire family, total labor cost for the entire renovation of the interior was \$20.00.

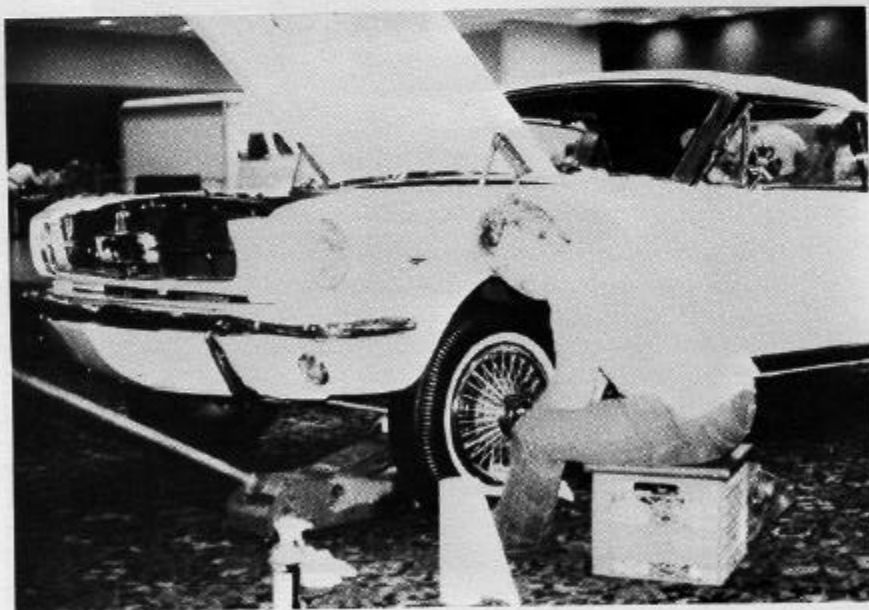
Final body assembly was handled and things started to progress quickly. A new top was needed now that the rest of the car looked as good as new. The entire top job was farmed out, as spring was here and the M.C.A. show season had begun. All chrome and cadmium-plated parts were back from the platers. New 6:95 x 14 whitewalls were purchased from Lucas Tires, Springfield, OH. The wire wheel covers are the original type.

During the summer we attended numerous M.C.A. events, highlighted by a first place award at the World Expo in Chattanooga, TN, and a tie for third place, junior division at the Valley Forge Grand Nationals.

The winter months ahead will give opportunity for touching up of points lost on the score sheets of last summer. Our goal this year is to get in the senior division.

The 1983 show season arrived and the car won its second 1st place at the 1983 Southern National in Biloxi, MS. John's goal to move up to the senior division was at hand. The car's 1st senior show was the Sunsphere Grand National and the car took a second place award home.

We have enjoyed working on this car, and traveling to M.C.A. meets. We look forward to seeing old friends and making new ones during the coming show season.



John Murphy getting his Mustang ready at Biloxi, Mississippi National show.



