

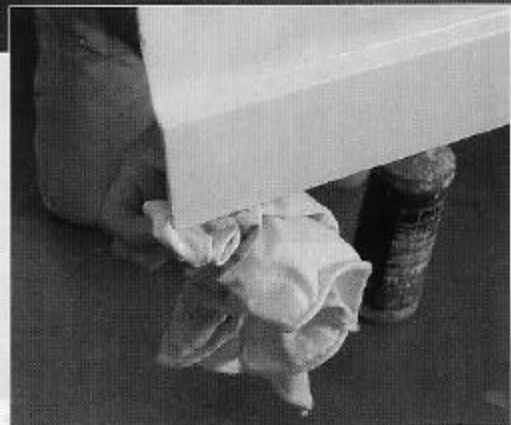
## Stripe Your '65-'66 GT



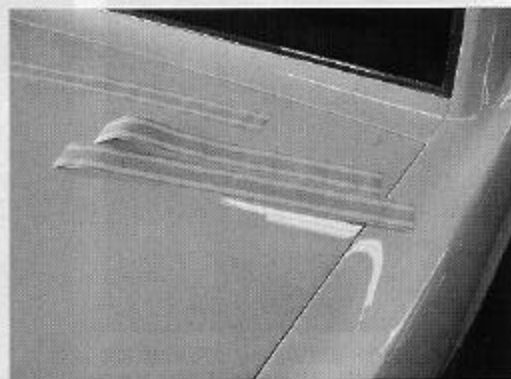
**T**he '65-'66 GT Mustang is probably the most popular and most recognized Mustang on the road. There's just something about seeing those three stripes laid out low across the flanks of a '65 GT that make us smile. Ford must have liked the look as well because the GT striping was carried as standard on all vintage GTs, with the exception of the '68 model. However, the only ones that are really tricky to install are the ones for the '65 and the '66. It's tricky because the stripe kit has no hole cut into it for the *MUSTANG* lettering that adorns the bottom of the fender. This also becomes a problem when you're lucky enough to have original fenders.

Most likely, the Ford kit that was applied to factory GTs had a space in the stripe for the *MUSTANG* letters, so the line worker could slap the sticker up on the fender, align the stripe via the porthole, and stick. This would have made short work of the install for an assembly-line worker. But when you order the kit today, you get a solid

stripe—not easy to apply correctly over the pin holes and get the best spacing top-to-bottom or side-to-side. So what to do? Well, we're here to help. Or more specifically, Classic Creations of Central Florida and Dallas Mustang are here to help.



**1** Merv Rego starts off by using some polishing compound on the area where he'll apply the stripe. You can also use some wax and grease remover to ensure you get down to the base paint. Make sure you get the remover inside the fenderlip and door edges; otherwise, you'll have problems getting the stripe to stick.



**2** Next, the stripe kit is laid out on the trunk to make sure all the correct pieces go to the correct panel. Be careful, because the door piece is the only obvious one and none of them are marked.

### When You Have to Stripe a GT-Lettered Car, How Do You Get It Right the First Time?

text and photography by Jeff Ford